THE SEASHORE'S FINEST TRAIN

New Jersey Central

By Joel Rosenbaum and Tom Gallo

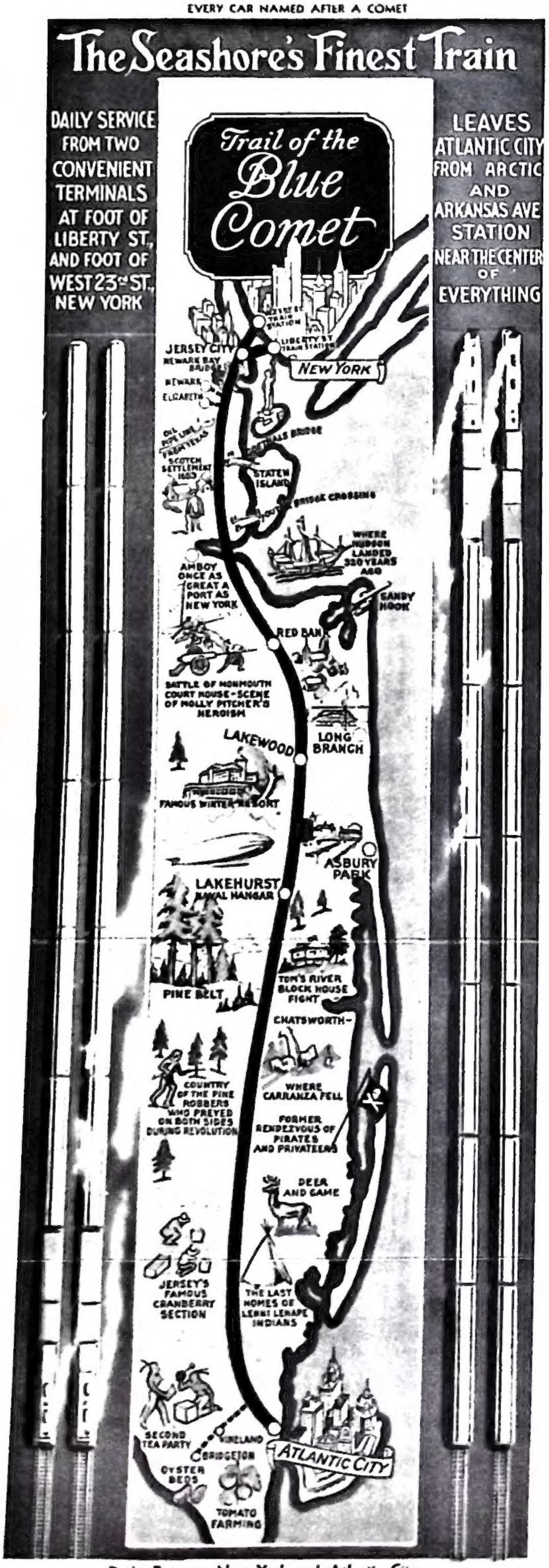
EVERY CAR NAMED AFTER A COMET
The Seashore's Finest Train
DAILY SERVICE FROM TWO CONVENIENT TERMINALS AT FOOT OF LIBERTY ST., AND FOOT OF WEST 23rd ST., NEW YORK
Trail of the Blue Comet
LEAVES ATLANTIC CITY FROM ARCTIC AND ARKANSAS AVE STATION NEAR THE CENTER OF EVERYTHING
JERSEY CITY
NEWARK BAY
NEWARK
ELIZABETH
NEW YORK
STATEN ISLAND
ARTHUR KILL
KILL VAN KULL
OIL PIPE LINE FARMS
SCOTCH SETTLEMENT 1685
PRINCE'S BAY
PRINCE'S BAY LIGHT
PRINCE'S BAY
PRINCE'S BAY
PRINCE'S BAY

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TABLE OF CONTENTS

Foreword: E. Lewis Pardee 4

Section One: The Seashore's Finest Train

A History of the *Blue Comet* 5

The Locomotives 17

The Baggage Cars 20

The Combines 21

The Coaches 22

The Diner 24

The Observation Cars 25

Blue Comet Memorabilia 28

A *Blue Comet* Album 32

Section Two: Route of the *Nellie Bly*

Pennsy's Atlantic City Service 39

Section Three: Creating the *Blue Comet* in Miniature

An Introduction 44

Creating the Locomotive 46

Creating the Baggage Car 48

Creating the Combine 50

Creating the Coach 52

Creating the Diner 54

Creating the Observation Car 56

Epilogue: An Interview with Howard E. Simpson 58

References 59

Acknowledgments 60

FOREWORD

A childhood revelation occurred for me in June, 1929, at the Atlantic City Railroad's old Arkansas Avenue Depot. It was there that I had my first startling glimpse of a brand new train called the *Blue Comet*. As long as I live, I will be grateful to my indulgent father for taking a day off from his business just so he could introduce me to the Seashore's Finest Train. It was the start of my love affair with the *Blue Comet*. I watched and rode and photographed that great train until that final, first Saturday in the autumn of 1941, when I stood trackside at Winslow Junction and watched it pass by on its final trip to New York. Ah, the stuff memories are made of!

The *Blue Comet* was more than just another passenger train. It was the very embodiment of a novel experiment, a radical approach to the packaging of rail passenger service. It embraced dramatic ideas, and nothing set the stage better than its new paint scheme. The Packard blue was like a sky in which comets flew, and was a symbol of speed. Jersey Cream was in harmony with the New Jersey seashore's sandy beaches, which were the mecca for the train's patrons. A theory was embraced by the planners which reasoned that by spending more money one could save money, if not actually turn a profit.

The *Blue Comet's* objectives were three-fold: To increase ridership; to eliminate a costly Pullman parlor car lease (which ran at a deficit ten months of the year); and to discontinue all regularly scheduled passenger train service south of Winslow junction to Vineland and Bridgeton. To accomplish the first objective, a new train was designed, and it was like nothing ever seen before. Coaches were refurbished lavishly with the finest fittings available. Expensively upholstered individual seats were spaced far apart to provide extra leg room. New, larger lounges for women were provided. Floors were carpeted. Porter service was provided, and seats were assigned, thus avoiding rushing and overcrowding.

The second goal was achieved by the deluxe coach accommodations just described. In addition, there were two cars dedicated to relaxation—the observation, with its comfortable wicker chairs, and the smoker with its blue leather individual seats. Everything was done to create an ambience not inconsistent with first-class service. The parlor car passenger would be satisfied, and out went the Pullman Lease.

The third objective would have been impossible under any circumstances other than the unusual atmosphere of good will which prevailed prior to the inauguration of the train. This was created entirely by the railroad in a phenomenally successful advertising campaign which focused on the positive aspects of the new service and obscured the fact that regularly scheduled train service from Winslow Junction south to Vineland and Bridgeton would be discontinued and replaced by a bus connection. The railroad widely advertised the *Blue Comet* "service" to the line points south of Winslow Junction, and pictured the latest and most luxurious inter-city motor coaches, complete with the *Blue Comet* logo and color scheme. They did a good job of selling the service to residents along the line. What a lesson there was for the railroads, when in later years they agonized through the long "train-off" hearings.

The public relations and advertising campaign continued into the early years of the train's life, and was indeed conspicuous for its many innovations. Where else but on the White Horse Pike, east of Hammonton where the CNJ crosses over the highway, would one find the entire railroad bridge covered by a giant billboard advertising the *Blue Comet*? Who else but the CNJ erected a sign along a public highway overpass where it crossed the route of the *Blue Comet*, and listed the times that all four trips passed that location? I wonder how they got permission from the highway department to put up that sign?

As to the train itself this book has been written, but let me say that my favorite place was aboard the dining car *Giacobini*. It had a character all its own, with a blend of the 19th and 20th centuries. It fairly exuded charm with a grace and beauty which reached its apogee by master carbuilders of the last century. While the arched windows had been steel plated on the outside, they remained inside, and had hand-etched opaque glass with comets and stars. The woodwork was rich with inlays, and the chairs were hand carved. Tables wore light blue linen and specially designed silver. Crystal and china complemented each other in two shades of blue. Each table was crowned with a silver lamp covered with a silk shade. Waiter's uniforms carried out the theme of the train, right down to their white shoes. If I can mention only one thing, it has to be my favorite dessert. Freshly baked apple pie with a generous wedge of aged New York cheddar cheese on the *Blue Comet* could not be beat. It was equalled only by the B&O, where I always suspected CNJ obtained the recipe, such were the close ties of "family" members. In the mid-Thirties a Philadelphia newspaper carried a column titled *Girard's Talk of the Day*, in which B&O apple pie was extolled as the best in the world. I was not one to disagree.

The story of the *Blue Comet* is a casebook study of an idea whose time had not arrived. It was doomed from the start. Rapid expansion of New Jersey's network of public highways, an unprecedented increase in private ownership of automobiles, and dependence upon a pleasant but outmoded ferry boat connection with Manhattan were the root causes of its demise. Ironically, those same elements now combine to set the stage for a renaissance in train service to the Playground of the World. The two-car family, overcrowded expressways, city traffic congestion and limited parking facilities have created a monstrous problem which is still growing. As we search for solutions to these problems, I believe the Story of the *Blue Comet* demands a hearing.

E. LEWIS PARDEE

Collingswood, New Jersey
June 27, 1983

CRR of NJ publicity photo, taken at the Elizabethport, New Jersey shops, prior to inauguration of ***Blue Comet*** *service. Many CNJ employees had the opportunity to pose with their unique creation.* *Tom Gallo collection.*

THE SEASHORE'S FINEST TRAIN

In an effort to compete more effectively with the larger and better situated Pennsylvania Railroad for the New York to Atlantic City passenger business, Jersey Central president R. B. White conceived one of the most unique coach trains of its time. The *Blue Comet*, as White's train was called, offered extra services for coach train passengers at the regular coach fare. The train was a distinctly New Jersey train, having both of its end terminals within the state. The color scheme of the train blended the restful blue of the sky and ocean with the cream-tinted warmness of a sandy beach. From its first run on February 21, 1929 to its final journey on September 27, 1941, travelers to and from Atlantic City had the privilege of riding The Seashore's Finest Train.

Initially, two locomotives and 13 cars were selected for service on the *Blue Comet*. An additional locomotive and three cars were added later, and painted in *Blue Comet* livery. While the individual colors selected for the *Blue Comet*—Jersey Cream, Packard Blue, and Royal Blue—represented the sand, sky and sea of the New Jersey seashore; the entire train, with its cream-color band running horizontally through each car created the image of a comet streaking through space. Each car was named after a comet, and according to John E. Bortle, editor of a monthly "Comet Digest" column for *Sky and Telescope* magazine, the naming of the *Blue Comet* cars for specific comets seemed to have a definite purpose. All of the *Blue Comet* cars, according to Bortle, were named for short-period comets—the swiftest of comets, by virtue of their small orbits.

While the Pennsylvania Railroad charged an extra fare for its all-parlor car *Atlantic City Limited* and *New York Limited,* as well as additional fees for parlor car seats on such other Atlantic City trains as the *Nelly Bly,* the *Blue Comet* provided comfortable reserved seats and parlor car accommodations in the observation car, all at the regular coach fare. The Jersey Central had special tickets printed up on blue paper stock which bore a number and letter to designate the coach in which

The Blue Comet at Red Bank, New Jersey, on February 17, 1929, on a publicity run four days before the inauguration of service. *North Jersey Coast Model RR Club collection.*

a seat had been assigned. To help passengers locate their cars and seats, a metal plate on which the car designation letter was painted in Jersey Cream against a Packard Blue background, projected out from a bracket over the platform steps on each coach. This procedure was utilized while the train was standing at its terminal prior to departure. No seats were sold in the observation and smoking cars, so that all passengers could have use of these cars without an extra fare.

Prior to being placed into regular service, the trains were placed on public exhibition at Jersey City on February 14, 1929; at Atlantic City on February 15, and at Newark on February 16. The first revenue run of the *Blue Comet* was on February 21, 1929. Two round trips were run daily in the first years of *Blue Comet* service. The initial schedules allowed the traveler or businessman to leave New York at 11:00 a.m., have lunch on the train, and spend the afternoon in Atlantic City. The second departure from New York via ferry to Jersey City was at 3:30 p.m., and one arrived in Atlantic City in time for dinner. Departure times from Atlantic City for New York were at 9:15 a.m. and 4:35 p.m. In the early years of operation, Hammonton, New Jersey was the only scheduled stop between the two terminals for both boarding and discharge of passengers. Stops were made at Elizabethport, Red Bank, Lakewood and Lakehurst only to receive or discharge passengers to or from Hammonton and points beyond. Non-stop trains were run in both directions from Newark to make connections with the *Blue Comet* trains at Elizabethport. Prior to the inauguration of the new service, the road bed of the entire route over which the train operated was oiled.

The outside surfaces of the passenger cars were finished in Packard Blue and Jersey Cream. The Jersey Cream band extended from the belt rail up to the letterboard. Initially, a gold stripe ran the length of the bottom edge of the car sides. The car roofs were finished in Royal Blue. The name of the train appeared in gold letters on the letter boards. The name of the comet each car was given also appeared in gold letters, and was placed in the center of each car side, below the windows. The combines, coaches, and observation cars were equipped with four-wheel trucks and Hyatt roller bearings. The diner *Giacobini* and the 70-foot baggage car had six-wheel trucks. The dining car was equipped with Timken roller bearings, while the baggage car had standard bearings. Car underframes and trucks were painted Royal Blue, and varnished.

Initially, the *Blue Comet* was a success. The train carried 56,746 passengers in 1930, its first full year of operation. With the onset of the Depression, ridership

THE MORAL OF THIS TALE IS:

TAKE THE

Blue Comet

WEEK-END SPECIAL
TO ATLANTIC CITY

Leaves Fridays, N. Y. Liberty St., 4 P. M. (Dining Car)
Leaves Sundays, Atlantic City 6.40 P. M.

$8.40 ROUND TRIP
NO EXTRA CHARGES

GOOD MEALS AT MODERATE COST

Other Daily Trains:
Leave N. Y. Liberty Street 10 A. M. (Dining Car)
and 2:30 P. M. Leave N. Y. West 23rd Street
15 minutes earlier.

Add One Hour for Daylight Time

Phone Barclay 9670

NEW
JERSEY CENTRAL

THE TALE OF

SENSATIONAL! SPEEDY! SATISFYING!
THE STORY OF A
WEEK-END SPECIAL
TO ATLANTIC CITY

Published by
NEW JERSEY CENTRAL

*Special **Blue Comet** promotional brochure, highlighting weekend trips from New York to Atlantic City.*
Collection of Tom Gallo.

CHAPTER I.

OFF TO ATLANTIC CITY!

IT IS a sunshiny afternoon -- Friday. The clock strikes four. The crowds are leaving Liberty Street.

There is no rushing, my friends. For everyone has a special chair in the waiting Blue Comet. And showing that truth is stranger than fiction--**no extra charge** is made for it.

A man and woman - - ah! you are waiting for the love interest - - come along. But they are not together. For he believes in the old adage, «He travels fastest who travels alone». And to make sure of it he is careful to take the speedy Blue Comet. «Only three hours to Atlantic City», he murmurs.

CHAPTER II.

A CHEERFUL BLUE FRIDAY!

HE ENTERS the blue-carpeted De Luxe Coach. He goes right to the comfortable, individual seat reserved for him.

After reading his paper he decides to dine. What a delight to find dinner as inexpensive as it is delicious!

Then to the Smoker. Roomy blue leather chairs--an ash holder right at hand. This, gentlemen, is comfort.

But what about the woman traveling alone? Well, after dining, she rests in a softly upholstered wicker chair in the Ladies Lounge.

Of course, there's the Observation Car, too--with its wide windows and outdoor platform.

CHAPTER III.

THE BLUE COMET -- *the real hero*

THE MAN and woman have reached their heart's desire - - Atlantic City. They traveled to it in luxury - - yet paid only regular coach fare.

On Sunday evening they and countless others will return. On the Blue Comet, of course - - leaving Atlantic City at 6:40 P. M.

and revenues began to decline. For the first five years of operation, the train ran 97% on time. Birthday parties were held every February to celebrate the train's inaugural. The birthday celebration of 1934 included placing five electrically lighted candles on the pilot of Pacific number 833, then in *Blue Comet* service. In what must have appeared as a Jersey Central version of Grif Teller's famous 1931 Pennsylvania RR calendar painting "Giant Conquerors of Space and Time", the *Blue Comet* was known to race airplanes near Red Bank and sometimes win. The Grif Teller painting had a K-4 steam powered passenger train and a Ford Tri-motor airplane pacing each other.

A frequent passenger aboard the *Blue Comet* was Joshua Lionel Cowen, who was head of the Lionel toy train company. Cowen was so impressed with the real *Blue Comet* that in 1930 Lionel came out with a commercially available train set in Standard gauge. After the Lionel Transcontinental Limited (State Set), the *Blue Comet* was the most elaborate passenger train Lionel ever produced in Standard gauge. Another Lionel favorite was an O Scale model of a PRR GG1 electric locomotive, which was used to haul the *Blue Comet's* rival, the *Nelly Bly*, on the New York to Trenton portion of its Atlantic City run.

On April 30, 1933 the *Blue Comet* was reduced from two round trips daily to one. The reduction in service resulted in only 17,351 passengers carried in 1933, contrasted with 29,774 riders in 1932, the last full year two daily round trips were operated. The Jersey Central did add a special *Blue Comet* on Fridays in addition to the regular single round trip. This was usually run during the summer, and this extra train left late in the afternoon. It ran on a schedule similar to Jersey Central's pre-*Blue Comet PLAYGROUND SPECIAL*. That train's name was derived from Atlantic City's motto "Playground of the World".

As passenger traffic on the *Blue Comet* fell off, conditional stops which were previously made at Red Bank, Lakewood, and Lakehurst became full stops, with passengers carried locally. Jolly Tar Trail buses of the Jersey Central Transportation Company, which once connected with lesser trains at Lakewood for points on the Barnegat Branch, began making direct connections at Lakewood with the *Blue Comet* for Toms River and Barnegat. At Hammonton a special bus operated by Public Service Interstate Transportation Company under contract with the CRR of NJ, made a connection with the *Blue Comet* for Vineland and Bridgeton. This bus replaced a train connection at Winslow Junction, which was eliminated with the inauguration of the *Blue Comet* service. The bus was painted in the same colors as the *Blue Comet*, and the side of the bus carried the same *Blue Comet* logo as did the drumhead on the *Blue Comet* observation car. The bus also had a large sign which appeared above the destination sign which read "New Jersey Central Train Connection".

Two other bus connections were proposed but never implemented. The first was a proposed bus link between the Shark River station on the CNJ Southern Division and Asbury Park. The Shark River station was located about half way between Red Bank and Lakewood. An express bus via Asbury Avenue was proposed to take only five minutes to run between the Shark River station

Train No. 4203, the Blue Comet, heading south through Bayonne, New Jersey, on May 24, 1937. Occasionally, Pacifics other than the G-3's were used in this service. Here G-1 No. 824 is pulling a five-car Comet.

*CNJ Blue Comet timetable dated May 26, 1929, showing 2 daily **Blue Comets.** This service was reduced to one round trip daily in 1933. Note timetable panel highlighting the "Blue" theme. Collection of Howard B. Morris.*

NEW YORK—LAKEWOOD—LAKEHURST—ATLANTIC CITY

TABLE 1

EASTERN STANDARD TIME — WEEK-DAYS—SOUTHBOUND

For Daylight Time Add One Hour — STATIONS	Miles	3383 4291	4293	4283	4299	4211	4215	4217	4229			SUNDAYS—SOUTHBOUND 4281	4287	4283	4341	4285	3381 4343	
		AM	AM	AM	AM	PM	PM	PM	PM			AM	AM	AM	PM	PM	PM	
New York Leave West 23d Street	.....	.....	8.47	9.47	11.45	12.97	2.17	2.28	3.45	.....	.....	6.47	8.47	9.47	1.15	2.17	7.47	.....
New York Leave Liberty Street	.....	3.30	9.00	10.00	12.00	13.30	2.30	2.40	4.05	.....	.....	7.10	9.00	10.00	1.30	2.30	8.00	.....
Jersey City	1.0	3.52	9.12	10.13	12.13	13.42	2.42	2.52	4.17	.....	.....	7.22	9.12	10.13	1.42	2.42	8.12	.....
Jackson Avenue Leave	.....	.....	9.18	*9.43	*11.41	13.48	*2.36	*2.36	*3.37	.....	.....	7.29	9.18	§9.27	*1.18	*2.18	8.18	.....
Newark, Broad Street Leave	.....	.....	9.06	10.12	11.54	13.42	2.48	2.48	4.15	.....	.....	7.24	9.07	10.12	1.33	2.48	8.05	.....
Newark Transfer Leave	.....	.....	.....	.....	.....	13.54	.....	.....	.....	.....	.....	7.36	.....	.....	.....	.....	.....	.....
Elizabeth Leave	.....	3.03	9.15	10.13	12.03	13.39	2.35	2.35	4.15	.....	.....	7.08	9.25	10.02	1.29	2.31	8.07	.....
Elizabethport Leave	10.6	3.19	9.22	★10.28	a12.28	1.04	★2.57	a3.07	a4.32	.....	.....	7.48	9.34	★10.28	a1.57	★2.57	8.33	.....
Perth Amboy	22.1	3.54	9.50	.....	.....	1.39	.....	.....	.....	.....	.....	8.18	.....	.....	.....	.....	8.33	.....
Matawan	29.5	4.30	.....	.....	.....	1.51	.....	.....	.....	.....	.....	8.33	.....	.....	.....	.....	9.07	.....
Red Bank Leave	39.4	5.46	10.15	★11.04	1.10	2.16	★3.33	3.48	5.13	.....	.....	8.52	10.13	★11.04	2.39	★3.32	9.31	.....
Shrewsbury	41.1	5.52	.....		.....	2.27	.....	.....	.....	.....	.....	.....	.....		.....	.....	29.37	.....
Eatontown	42.7	5.57	.....		.....	2.36	.....	.....	5.30	.....	.....	8.59	.....		.....	.....	9.41	.....
Shark River	48.6	f6.08	.....		.....	f2.39	.....	.....	f5.34	.....	.....	f9.08	.....		.....	.....	29.49	.....
Farmingdale	52.1	6.17	10.32		1.38	2.46	.....	.....	5.41	.....	.....	9.15	10.32		2.56	.....	9.56	.....
Maxim	54.8	6.23	.....		.....	.....	.....	.....	f5.45	.....	.....	f9.19	.....		.....	.....	10 f01	.....
Lakewood Arrive	59.3	6.30	10.46	Dining Car	1.41	3.02	.....	4.15	5.54	.....	.....	9.26	10.44	Dining Car	3.06	.....	10.10	.....
Lakewood Leave	59.3	6.48	10.46	★11.29	1.41	3.02	★3.57	4.15	5.54	.....	.....	9.26	10.44	★11.29	3.06	★3.57	10.10	.....
South Lakewood	62.8	f6.55	.....	.....	.....	3.09	.....	.....	f6.00	.....	.....	f9.32	f10.51	.....	.....	.....	10 f17	.....
Lakehurst Arrive	67.2	7.06	11.00	.....	1.54	3.16	.....	4.29	6.05	.....	.....	9.47	10.58	.....	3.19	.....	10.23	.....
Lakehurst Leave	67.2	7.06		★11.41	.....	3.21	★4.08		.....	.....	.....	.....		★11.41		★4.08		.....
Whitings	73.0	7.22			.....	3.31			.....	.....	.....	.....						.....
Pasadena	77.7	f7.27			.....	f3.36			.....	.....	.....	.....						.....
Woodmansie	80.6	f7.33			.....	f3.41			.....	.....	.....	.....						.....
Chatsworth	85.6	7.40			.....	3.48			.....	.....	.....	.....						.....
Pine Crest (Harris)	88.4	f7.44			.....	f3.52			.....	.....	.....	.....						.....
Sandy Ridge	91.0	f7.48			.....	f3.56			.....	.....	.....	.....						.....
Atsion	96.8	7.53			.....	4.01			.....	.....	.....	.....						.....
Parkdale	99.2	f7.57			.....	f4.05			.....	.....	.....	.....						.....
Elm	103.8	f8.08			.....	f4.20			.....	.....	.....	.....						.....
Winslow Junction Arrive	105.2	8.10			.....	4 23			.....	.....	.....	.....						.....
Winslow Junction Leave	105.2	⊕8.39	.....	.....	.....	⊕4.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hammonton	108.3	⊕8.45	.....	12.29	.....	⊕4.22	4.59	.....	.....	.....	.....	.....	.....	12.29	.....	4.59	.....	.....
Egg Harbor	119.4	⊕9.05	.....	.....	.....	⊕4.40	δ5.28	.....	.....	.....	.....	.....	.....	.....	.....	δ5.22	.....	.....
Atlantic City (Atlantic and Arkansas Aves.)	126.3	⊕9.30	.....	1.00	.....	⊕4.55	5.30	.....	.....	.....	.....	.....	.....	1.00	.....	5.30	.....	.....
Arrive		AM	AM	PM	PM	PM	PM	PM	PM			AM	AM	PM	PM	PM	PM	

Passengers for stations Shrewsbury to Lakehurst incl., change at Red Bank.

No Baggage Carried

EXPLANATION OF REFERENCE MARKS

a—Stops on notice to Agents to take passengers.
b—Stops on notice to Conductor to leave passengers.
‡—Stops on notice to Agent to take passengers and on notice to Conductor to leave passengers.
★—Stops only on notice to Agent to take passengers for Hammonton and points beyond.

ATLANTIC CITY—LAKEHURST—LAKEWOOD—NEW YORK

TABLE 2

EASTERN STANDARD TIME — WEEK-DAYS—NORTHBOUND

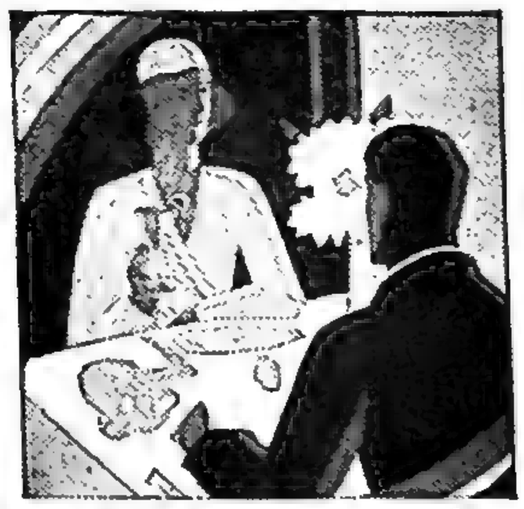
For Daylight Time Add One Hour — STATIONS	4300	4296	4288	4212 3318	4214	4218	4224					SUNDAYS—NORTHBOUND 4258	4252	4550 3280	4264	4268	
	AM	AM	AM	AM	PM	PM	PM					AM	AM	PM	PM	PM	
Atlantic City (Atlantic and Arkansas Aves.) Leave	.....	8.15	.....	.....	.....	3.38	⊕3.00	.....	.....	.....	.....	8.15	.....	.....	4.10	.....	.....
Egg Harbor	.....	δ8.22	.....	.....	.....	δ3.19	⊕3.19	.....	.....	.....	.....	δ7.50	.....	.....	.....	.....	.....
Hammonton	.....	8.43	.....	.....	.....	4.03	⊕3.31	.....	.....	.....	.....	8.43	.....	.....	4.38	.....	.....
Winslow Junction Arrive	.....	.....	.....	.....	.....	.....	⊕3.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winslow Junction Leave	.....			8.50			4.53	.....	.....	.....	.....					.....	.....
Elm	.....			8.55			f4.59	.....	.....	.....	.....					.....	.....
Parkdale	.....			f9.00			f5.04	.....	.....	.....	.....					.....	.....
Atsion	.....			9.05			5.11	.....	.....	.....	.....					.....	.....
Sandy Ridge	.....			f9.13			f5.19	.....	.....	.....	.....					.....	.....
Pine Crest (Harris)	.....			f9.17			f5.23	.....	.....	.....	.....					.....	.....
Chatsworth	.....			9.23			5.29	.....	.....	.....	.....					.....	.....
Woodmansie	.....			f9.31			f5.37	.....	.....	.....	.....					.....	.....
Pasadena	.....			f9.37			f5.43	.....	.....	.....	.....					.....	.....
Whitings	.....			9.44			5.50	.....	.....	.....	.....					.....	.....
Lakehurst Arrive	.....	C9.32		9.55		C4.55	5.59	.....	.....	.....	.....	C9.32			C5.47	.....	.....
Lakehurst Leave	5.57	.....	9.35	9.55	2.35	.....	6.03	.....	.....	.....	.....	.....	10.00	2.25	.....	6.45	.....
South Lakewood	f6.06	.....	.....	10.06	.....	.....	6.13	.....	.....	.....	.....	.....	.....	f2.32	.....	f6.52	.....
Lakewood Arrive	6.15	C9.44	9.45	10.16	2.47	C5.04	6.24	.....	.....	.....	.....	C9.44	10.14	2.40	.....	7.06	.....
Lakewood Leave	6.15	.....	9.45	10.16	2.47		6.24	.....	.....	.....	.....	.....	10.14	2.40		7.00	.....
Maxim	f6.23	.....	.....	f10.25	.....		f6.30	.....	.....	.....	.....	.....	.....	f2.46		.....	.....
Farmingdale	6.28	.....	.....	10.33	2.58		6.34	.....	.....	.....	.....	.....	10.33	2.56		7.10	.....
Shark River	f6.35	.....	.....	f10.41	.....		f6.40	.....	.....	.....	.....	.....	.....	f3.02		f7.16	.....
Eatontown	6.45	.....	.....	10.53	.....		6.51	.....	.....	.....	.....	.....	.....	3.20		f7.27	.....
Shrewsbury	6.50	.....	.....	f10.57	.....		f6.55	.....	.....	.....	.....	.....	.....	f3.24		.....	.....
Red Bank Arrive	6.55	C10.06	10.12	11.02	3.19	C5.30	7.00	.....	.....	.....	.....	C10.06	10.51	3.29	C6.23	7.34	.....
Matawan	7.13	.....	.....	11.44	.....	.....	7.49	.....	.....	.....	.....	.....	.....	4.07	.....	.....	.....
Perth Amboy	7.27	.....	.....	12.02	3.40	.....	7.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elizabethport Arrive	7.48	C10.47	b10.52	12.24	b3.58	C6.08	8.20	.....	.....	.....	.....	C10.47	b11.32	4.35	C7.02	8.18	.....
Elizabeth Arrive	8.34	11.06	11.05	12.47	4.13	6.21	9.04	.....	.....	.....	.....	11.45	11.45	5.25	7.16	8.33	.....
Newark Transfer Arrive	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.45	.....	8.38	.....
Newark, Broad Street Arrive	8.25	11.02	11.16	1.01	4.16	6.23	9.40	.....	.....	.....	.....	11.02	11.59	4.55	7.17	8.37	.....
Jackson Avenue Arrive	*8.38	§11.29	*11.29	^1.36	^4.32	^6.42	^9.07	.....	.....	.....	.....	^11.22	^12.20	4.31	^7.36	8.34	.....
Jersey City	8.06	11.03	11.08	12.46	4.13	6.23	8.38	.....	.....	.....	.....	11.03	11.45	4.35	7.16	8.41	.....
New York Liberty Street	8.20	11.15	11.20	1.00	4.25	6.35	8.50	.....	.....	.....	.....	11.15	12.00	5.10	7.30	8.54	.....
New York West 23d Street	8.42	11.27	11.33	1.12	4.37	6.49	.....	.....	.....	.....	.....	11.27	12.13	5.25	7.42	9.13	.....
Arrive	AM	AM	AM	PM	PM	PM	PM					AM	PM	PM	PM	PM	

Passengers from stations Lakehurst to Shrewsbury, incl., change at Red Bank.

EXPLANATION OF REFERENCE MARKS—Continued

C—Stops only on notice to conductor to leave passengers from Hammonton and points beyond.
⊕—Change at Winslow Junction.
δ—Change at Hammonton.
^—Change at East Ferry Street.
*—Change at Jersey City.
‡—Change at Newark.
⊖—Change at Winslow Junction, first trip June 1.

TIME; 12.01 Midnight to 12.00 noon is indicated by light-faced type.
12.01 noon to 12.00 midnight is indicated by heavy-faced type.



BLUE!

—even to napery and china—featuring an appetizing blue platter luncheon at 75 cents also special $1.25 Steak Dinner.

The Blue Comet to ATLANTIC CITY

DeLuxe Coach Train with,
Individual seats
Observation car
Unique smoking car
Special ladies' lounge
Special train porter
Three hours flat

ALL these features at the standard coach fare. No Extra Charge.

RIGHT: Jolly Tar Trail train connection, operated by the Jersey Central Transportation Company. This coach was built by the ACF Motor Company in 1927.

Credit: The Motor Bus Society, Inc.

LEFT: The Blue Comet Bus, seen at the Newton Avenue carhouse, Camden, New Jersey, in 1929. The bus was operated under contract to CNJ by Public Service Interstate Transportation Company. It was painted in the same colors as the Blue Comet, and provided a connection at Hammonton, New Jersey with the Blue Comet for Vineland and Bridgeton, replacing a train connection at Winslow Junction.

Credit: The Motor Bus Society, Inc.

BELOW: Blue Comet schedule dated September 27, 1936, showing Jolly Tar Trail bus connection at Lakewood, New Jersey.

Collection of Joel Rosenbaum.

SERVICE NEW YORK AND INTERMEDIATE STATIONS AND POINTS ON THE BARNEGAT BRANCH

TABLE 7

JERSEY CENTRAL TRANSPORTATION COMPANY

"Jolly Tar Trail"—MOTOR COACH SERVICE LAKEWOOD AND BARNEGAT *Included*

Eastern Standard Time — STOPS: ALL MOTOR COACH STOPS will be made on signal to operator

STATIONS		Miles	SOUTHBOUND WEEK DAYS 4303 AM	4209 PM	4229 PM	SUNDAYS 4251 AM
Lv. New (West 23d St.	Train Service	.....	10.45	1.15	4.45	7.58
" York (Liberty St.	" "	.....	11.00	1.30	5 05	8.14
" Jersey City Terminal	" "	1.0	11.13	1.44	5.17	8.28
" Jackson Avenue (Jersey City)	" "	.....	10^47	^1.21	^4.37	8.35
" Newark, Broad Street	" "	.....	11.10	1.43	5△15	8.32
" Newark Transfer	" "	.....	.....	.....	.....	8.41
" Elizabeth	" "	.....	11.03	.....	5.22	8.17
" Elizabethport	" "	10 6	11a28	a2.00	a5.32	8.51
" Perth Amboy	" "	22.1	.....	.....	.....	9.09
" Matawan	" "	29.2	.....	.....	.....	9.22
" Red Bank	" "	39.1	12.04	A 2.36	6.11	9.37
" Farmingdale	" "	51 8	12.20	T 2.55	6 46	10.00
Ar. Lakewood	" "	62.0	12.29	U 3.04	6 52	10.14
Lv. Lakewood	" "	59.0	.....	R	6.52	10.14
" Lakewood (C. R. R. Station)	Motor Coach	59.0	12.35	D A 3.10	.....	.....
Ar. Paul Kimball Hospital	" "	60.6	12.41	A Y 3.15	.....	.....
Lv. Lakehurst	Train Service	66.9	.....	S	7.08	10.33
Ar. Seven Stars	Motor Coach	61.1	12.44	O 3.17	.....	.....
" White Oak Tea Room	" "	64.1	12.50	N 3.22	.....	.....
" Pleasant Plains	" "	65.4	12.52	L 3.24	.....	.....
" Tremley's	" "	66.0	12 55	Y 3.27	.....	.....
" Toms River (Baptist Church)	" "	68.8	12.59	3.31	.....	.....
" Toms River (Ocean Co. Title Bldg.)	" "	69.1	1.02	3 34	.....	.....
" Toms River (C. R. R. Station)	" "	69.3	1.07	3.38	.....	.....
" Toms River	Train Service	74.2	.....	.....	7.25	10.52
" Beachwood	" "	75.2	.....	.....	7.28	10.55
" Beachwood	Motor Coach	70.4	1.10	3.41	.....	.....
" Pine Beach (P. B. Service Sta.)	" "	71.3	1.14	3.45	.....	.....
" Mott's Corners (Kormann's Rest't)	" "	72.9	1.18	3.49	.....	.....
" Bayville (Post Office)	" "	73.8	1.20	3.51	.....	.....
" Bayville (Rosedge Farm)	" "	74.3	1.22	3.53	.....	.....
" Pinewald	Train Service	78.4	.....	.....	7.34	11.02
" Pinewald (Pinewald Inn)	Motor Coach	76.1	1.23	3.54	.....	.....
" Lanoka Harbor	Train Service	80.4	.....	.....	f7.39	11.07
" Lanoka Harbor (Post Office)	Motor Coach	76.6	1.28	3.58	.....	.....
" Murray Grove (Piedmont Inn)	Motor Coach	77 4	1.30	4.00	.....	.....
" State Game Farm	"	78 6	1.32	4.02	.....	.....
" Forked River	Train Service	82 6	.....	.....	7.44	11.13
" Forked River (Post Office)	Motor Coach	79.0	1.33	4.03	.....	.....
" Ostrom (Dewey's Garage)	Motor Coach	79.7	1.35	4 05	.....	.....
" Waretown	Train Service	86 0	.....	.....	7.51	11.21
" Waretown (C. R. R. Station)	Motor Coach	82.4	1.39	4 08	.....	.....
" Barnegat	Train Service	89 0	.....	.....	7.58	11.30
Ar. Barnegat (C. R. R. Station)	Motor Coach	85.6	1.45	4 13	.....	.....

STATIONS		NORTHBOUND WEEK DAYS 4203 AM	4218 PM	SUNDAYS 4268 PM
Lv. Barnegat (C. R. R. Station)	Motor Coach	.....	4.49	.....
" Barnegat	Train Service	6.35	.....	6.58
" Waretown (C. R. R. Station)	Motor Coach	.....	4.55	.....
" Waretown	Train Service	6.43	.....	6.57
" Ostrom (Dewey's Garage)	Motor Coach	.....	4.59	.....
" Forked River (Post Office)	Motor Coach	.....	5.01	.....
" Forked River	Train Service	6.52	.....	7.05
" State Game Farm	Motor Coach	.....	5.02	.....
" Murray Grove (Piedmont Inn)	"	.....	5 04	.....
" Lanoka Harbor (Post Office)	" "	.....	5.06	.....
" Lanoka Harbor	Train Service	6.58	.....	7.11
" Pinewald (Pinewald Inn)	Motor Coach	.....	5.11	.....
" Pinewald	Train Service	7.03	.....	7.16
" Bayville (Rosedge Farm)	Motor Coach	.....	5.12	.....
" Bayville (Post Office)	" "	.....	5.14	.....
" Mott's Corners (Kormann's Rest't)	" "	.....	5.16	.....
" Pine Beach (P. B. Service Sta.)	" "	.....	5.20	.....
" Beachwood	" "	.....	5.24	.....
" Beachwood	Train Service	7.11	.....	7.23
" Toms River	" "	7.14	.....	7.26
" Toms River (C. R. R. Station)	Motor Coach	.....	5.27	.....
" Toms River (Ocean Co. Title Bldg.)	" "	.....	5.32	.....
" Toms River (Baptist Church)	" "	.....	5.35	.....
" Tremley's	" "	.....	5.38	.....
" Pleasant Plains	" "	.....	5.41	.....
" White Oak Tea Room	" "	.....	5.43	.....
" Seven Stars	" "	.....	5.48	.....
Ar. Lakehurst	Train Service	7.28	.....	7.40
Lv. Paul Kimball Hospital	Motor Coach	.....	5.51	.....
Ar. Lakewood (C. R. R. Station)	" "	.....	5.57	.....
" Lakewood	Train Service	7.49	.....	8.00
Lv. Lakewood	" "	7.49	6.04	8.00
Ar. Farmingdale	" "	8.00	6.13	8.10
" Red Bank	" "	8.22	6.30	8.34
" Matawan	" "	.....	.....	.....
" Perth Amboy	" "	.....	.....	.....
" Elizabethport	" "	9.03	b7.08	9.14
" Elizabeth	" "	b9 39	7.13	9.38
" Newark Transfer	" "	....	.....	9.23
" Newark, Broad St.	" "	9.22	7.24	9.33
" Jackson Avenue (Jersey City)	" "	^9h38	^7.41	9.29
" Jersey City Terminal	" "	9.18	7 21	9.24
" New (Liberty Street	" "	9 30	7 33	9.50
" York (West 23d St.	" "	9 42	7 47	10.03
Ar.		AM	PM	PM

~—Change at Jersey City.
^—Change at East Ferry St.
f—Change at Newark.
△—On Nov. 3, 26, Dec. 25, Jan. 1, Feb. 22 leave 2 minutes earlier.

a—Stop on notice to Agent to take passengers.
b—Stop on notice to Conductor to leave passengers.
f—Stops on notice to Agent or Conductor.
h—Will not stop Nov. 3, 26, Dec. 25, Jan. 1, Feb. 22.

Atlantic City to Ocean City

Electric cars of the Atlantic City and Shore R. R. (Shore Fast Line) now operate between Atlantic City, Boardwalk at Virginia Avenue, and Ocean City, Boardwalk at 8th Street, via Atlantic Avenue, Mississippi Avenue, and Pleasantville.

All "Shore Fast Line" cars stop at Arkansas Avenue station in Atlantic City. Connections are made with trains to and from New York.

Passenger Traffic Representatives

WALTER V. SHIPLEY
Passenger Traffic Manager

B. D. BRANCH
General Passenger Agent

H. E. YERKES
Assistant General Passenger Agent
143 Liberty Street
New York

G. D. GINDER
General Eastern Passenger Agent
Room 106, 143 Liberty Street
New York

ALFRED KUBLI
District Passenger Agent
Broad Street Station
Newark, N. J.

TELEPHONE SERVICE
In order to facilitate the handling of telephone inquiries, a Bureau of Information is located in New York for the purpose of giving time of trains, passenger fares, etc., telephone BArclay 7-9670. For other information call BArclay 7-9700.

and Asbury Park. The bus/train combination would have cut 25-30 minutes from the travel time to Asbury Park from Jersey City over the service provided by the New York & Long Branch Railroad. This bus connection would also have put the *Blue Comet* in the enviable position of serving both of New Jersey's major seashore resort cities.

The second proposed bus connection was the use of the Baltimore & Ohio RR's New York City to Jersey City trainside buses to provide *Blue Comet* passengers a convenient link to midtown Manhattan. This connection was suggested to make the *Blue Comet* more competitive with the Pennsylvania RR trains to Atlantic City, as the PRR provided direct service into Manhattan.

Locomotives other than the G-3 class Pacifics were pressed into service when the G-3's were not available. The most famous of these substitute locomotives was Jersey Central Atlantic-Type Camelback locomotive number 592. This locomotive was built in 1901, and was regarded as the speed queen on Jersey Central's New York to Philadelphia run at the turn of the century. No. 592 was chartered by Arthur Brisbane to rush pictures of the Dempsey-Tunney fight at Philadelphia to New York. This engine also pulled a train in record time over this run to carry the famed tenor Enrico Caruso to New York in time to meet an opera engagement. This efficient locomotive reached speeds of 100 m.p.h. on these jaunts. The locomotive was presented by the Central Railroad of New Jersey to the Baltimore & Ohio Railroad Museum in Baltimore in 1954. This engine is both the only Jersey Central Camelback type locomotive still in existence, and the only Jersey Central locomotive used in *Blue Comet* service still in existence. Number 592 is proudly displaced for visitors in the Roundhouse area of the B&O Museum.

The consolidation of the Reading Company's Atlantic City Railroad and the Pennsylvania Railroad's West Jersey & Seashore Railroad into the Pennsylvania-Reading Seashore Lines in 1933 may have had an adverse effect on the *Blue Comet*. Prior to this amalgamation, the *Blue Comet* traveled over the tracks of friendly Reading Company's Atlantic City RR, and utilized that line's terminal in Atlantic City. With the formation of the PRSL, the PRR owned a controlling two-thirds interest in the consolidated line, with the Reading holding the remaining third. One possible result of this is mentioned in the Public Utilities Commission report on the first attempt the Jersey Central made to discontinue the *Blue Comet*. Both the PUC and private individuals reported a lack of information about the *Blue Comet* at Atlantic City train information booths after the formation of the Penn-Reading Seashore Lines.

The Jersey Central printed up schedules of New York to Atlantic City connecting trains via Philadelphia, just as rival Pennsylvania did. The Jersey Central-Reading connecting trains involved a more cumbersome and time consuming trip than did the PRR connections. The Jersey Central-Reading route required a ferry trip from New York to Jersey City, a train from Jersey to Reading Terminal in Philadelphia, a subway from Reading Terminal to Market Street Wharf where a ferry was taken to the PRSL terminal in Camden, then a train to Atlantic City. Total trip time from New York was close to five hours for some connections. The PRR connections merely required a change of trains at North Philadelphia, and provided direct service into Manhattan without any ferry rides. The PRR connecting service generally took slightly over three hours for the entire trip.

The *Blue Comet* created good will for the railroad along its entire route. The train crew would throw off newspapers from the moving train to residents in the more isolated sections of the Pine Barrens of South Jersey, who were without radios or electricity. In return for this thoughtful gesture, these folk would bring baskets of berries, in season, to the train crew while the train was taking on passengers at Lakewood and Lakehurst. Jersey Central management, in turn, demanded high standards from the *Blue Comet* train crews. A baggagemaster was removed from *Blue Comet* service for habitually spitting tobacco on the lavatory floors.

Weather was responsible for one near accident and one major accident involving the *Blue Comet*. On December 12, 1932, the *Blue Comet* almost collided with the Pennsylvania Railroad's *Sea Breeze* at Farmingdale. The *Sea Breeze* was enroute from Trenton to Long Branch in a blinding snowstorm, and the PRR engineer failed to see the red signal warning of the *Blue Comet's* approach at the CNJ-PRR diamond in Farmingdale. The *Sea Breeze* was derailed just in time, and the sixty five passengers on board were provided bus transportation to continue their journey.

A serious accident involving the *Blue Comet* occurred on August 19, 1939 at Chatsworth, New Jersey. Train 4218, consisting of engine 820, two coaches, one combine, a diner and an observation car, departed Atlantic City six minutes late at 4:41 p.m. with engineer Thomas at the throttle, and conductor Walsh in charge of the train. Very heavy rains had been falling that day, and water gauge readings recorded by the Chatsworth Cranberry Association indicated that 13½ inches of rain fell on August 19, with 10¾ inches having fallen between 2:00 and 6:00 p.m. This area according to climatological records, receives about 5 inches of precipitation in the entire month of August, and about 45 inches for the entire year. In the space of four hours Chartsworth received one quarter of its yearly precipitation.

At Winslow Junction, 19.7 miles west of Chatsworth, the crew received a message which read: "Acct. hard rains, keep sharp look out for sand washed down on crossings." In compliance, the *Blue Comet* was traveling only about 35 m.p.h. instead of its usual 70. At Chatsworth, the train encountered a washout and was derailed. The engine separated from the passenger cars and ripped up about 600 feet of track. The decline in the *Blue Comet's* popularity was evident by the passenger count that day of only 49 passengers. Rumors indicated that 100 people had been killed, which in turn sent a flurry of ambulances from the North Jersey Coast area to the scene of the wreck. The actual tally was luckily

just injury to 32 passengers, 4 dining car employees, one porter, and one train service employee. A mile of road bed had to be repaired from the washout. Damage was repaired in 48 hours by an army of 500 railroad workers. While repairs were being made to the single-track line, the *Blue Comet* was rerouted via Philadelphia and the Delair Bridge to the Penn-Reading Seashore Lines.

Most of the passenger injuries in the *Blue Comet* wreck at Chatsworth were from flying wicker chairs in the observation car.

Two months after the derailment at Chatsworth, the CNJ petitioned the New Jersey State Public Utilities Commission to abandon service to Atlantic City on the *Blue Comet*. The PUC denied the CNJ's request, citing CNJ's unfavorable schedules, lack of publicity, and lack of development. The PUC also stated that: ". . . The information services at the Atlantic City terminal volunteered no information relative to the *Blue Comet* service when inquiry was made as to available service to New York, unless this information was specifically requested."

The PUC indicated that the train schedules to New York seemed to favor the Pennsylvania Railroad, and squeezed the *Blue Comet* into an unfavorable position. The *Blue Comet* left Atlantic City, at the time of the PUC report, at 4:35 p.m. weekdays, while a PRR train for New York left ten minutes later at 4:45 p.m. and arrived Pennsylvania Station, New York at 7:47 p.m., precisely the same time *Blue Comet* passengers were arriving CNJ's 23rd Street ferry slip.

The CNJ again petitioned the PUC to discontinue the *Blue Comet*, and this time the PUC granted discontinuance, effective with the change from Daylight to Standard Time on September 28, 1941. E. Lewis Pardee, for many years active as an officer and Chairman of the Board of the National Railway Historical Society, fondly recalls one of his trips on the *Blue Comet*:

I took my place on the platform of the observation car for a last look at Manhattan's skyline. As the train passed Communipaw I had a good look at all the engines stored there on Sundays, and then was on the alert for Elizabethport. The rear platform was a good place to ride on the north end where the rail was heavy and the track was ballasted. There was very little dust and lots to see. Surprisingly, there were few hardy souls who stayed on the platform for more than a few minutes, so I more or less had it all to myself.

By the time we reached Lakewood I was ready to eat. When I entered the diner I was struck by the grace and beauty of the woodwork, table settings, paint scheme and lighting. The sight of a steward and five or six waiters standing by tables as one entered the car was indeed pleasing.

The waiters all had white jackets with French blue epaulets and chevrons. They wore blue vests and had blue stripes on their trousers. White shoes and socks completed their uniform. They were always very courteous to me.

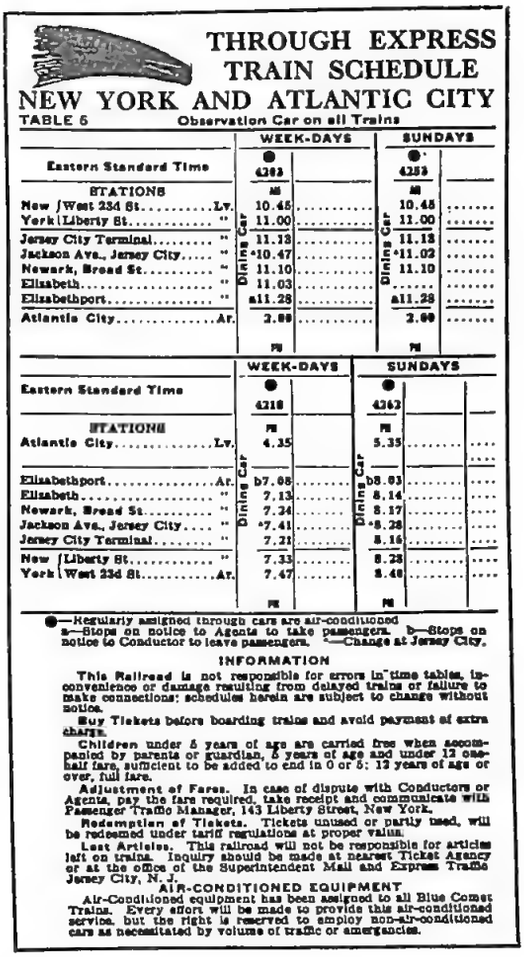
Prices changed slightly over the years, and by the time I first rode the *Blue Comet* the Blue Plate Special was 85¢ or $1.00, and the dinner was $1.25. One had a choice of three items: Fish, chicken, or steak. In addition, there was a limited a-la carte menu, but I always ordered steak. When it came to dessert, I always ordred the apple pie with cheese, and it was exceptional. Finally, when the steward presented a box of Anthony & Cleopatra cigars and one selected a 20¢ Havana, which you knew was beyond your means, you couldn't help feeling that all was right with the world.

The history of *Blue Comet* diner *Giacobini* itself is interesting, and the car in many ways was quite unusual. To start with, the Jersey Central selected one of the oldest cars on their roster for the *Blue Comet* diner. Two cafe cars were delivered to the Jersey Central in 1905, and they carried the numbers 924 and 925. They were later renumbered 80 and 81, and it was car 81 that was selected for the *Blue Comet*.

For various reasons there had never been sufficient demand for food service on the Jersey Central to require full dining cars, and they had utilized Cafe cars on their trains where meals were required. This type of car suited their needs and seated 24 people in the dining room, and a dozen or so in a lounge or parlor section. However, the Jersey Central intended to increase patronage on the Atlantic City run with their new train, and estimated that they were going to feed 125 or more people on each trip. There was no way a 24-seat Cafe car could handle that kind of business, so a full dining car was in order. The CNJ didn't have one on its roster, so they rebuilt Cafe car 81 and named it *Giacobini*. New carpeting was laid down and new cast steel trucks with Timken roller bearings were installed. The exterior of the car was covered over, including the old arched windows, with steel plates fastened with wood screws. This gave the appearance of a steel car, although the Jersey Central never rebuilt the car structurally with a steel underframe. *Giacobini* went through life depending on four heavy truss rods, with turnbuckles for adjustments to keep the old wood body from sagging in the center. This was a touch of irony for a train of tomorrow to have in its consist a diner more in harmony with the 19th century.

There was another thing about *Giacobini* that was different, and that was the table arrangement. Standard practice is for the tables seating two people to be located on the side of the car next to the kitchen, with the four-seaters on the companionway side of the car. Thus the aisle is offset to the kitchen side of the car. The Jersey Central arranged the *Giacobini* just opposite to that pattern, and this flew in the face of tradition. Their Cafe cars followed the traditional table arrangement, and I never could figure out why they changed it with their *Blue Comet* diner. When *Giacobini* rode through some of the sections in the Pines where the track was soft in spots, the old car rolled and strained and twisted, and created a music all its own as the wood squeaked and creaked, but I hasten to add that, like the sound of ships at sea, that "music" is far from unpleasant.

To this day, my favorite *Blue Comet* memento is my custom-built O-scale model of *Blue Comet* diner *Giacobini*.



THROUGH EXPRESS TRAIN SCHEDULE

NEW YORK AND ATLANTIC CITY

TABLE 6 Observation Car on all Trains

Eastern Standard Time	WEEK-DAYS ● 4203		SUNDAYS ● 4253	
STATIONS	AM		AM	
New York | West 23d St. ..... Lv.	10.45		10.45	
New York | Liberty St. ..... "	11.00		11.00	
Jersey City Terminal ..... "	11.13		11.13	
Jackson Ave., Jersey City ..... "	*10.47		*11.02	
Newark, Broad St. ..... "	11.10		11.10	
Elizabeth ..... "	11.03		.....	
Elizabethport ..... "	a11.28		a11.28	
Atlantic City ..... Ar.	2.00		2.00	
	PM		PM	

Dining Car

Eastern Standard Time	WEEK-DAYS ● 4218		SUNDAYS ● 4262	
STATIONS	PM		PM	
Atlantic City ..... Lv.	4.35		5.35	
Elizabethport ..... Ar.	b7.08		b8.03	
Elizabeth ..... "	7.13		8.14	
Newark, Broad St. ..... "	7.24		8.17	
Jackson Ave., Jersey City .... "	*7.41		*8.28	
Jersey City Terminal ..... "	7.21		8.16	
New York | Liberty St. ..... "	7.33		8.28	
New York | West 23d St. ..... Ar.	7.47		8.40	
	PM		PM	

Dining Car

●—Regularly assigned through cars are air-conditioned
a—Stops on notice to Agents to take passengers. b—Stops on notice to Conductor to leave passengers. *—Change at Jersey City.

INFORMATION

This Railroad is not responsible for errors in time tables, inconvenience or damage resulting from delayed trains or failure to make connections; schedules herein are subject to change without notice.

Buy Tickets before boarding trains and avoid payment of extra charges.

Children under 5 years of age are carried free when accompanied by parents or guardian, 5 years of age and under 12 one-half fare, sufficient to be added to end in 0 or 5; 12 years of age or over, full fare.

Adjustment of Fares. In case of dispute with Conductors or Agents, pay the fare required, take receipt and communicate with Passenger Traffic Manager, 143 Liberty Street, New York.

Redemption of Tickets. Tickets unused or partly used, will be redeemed under tariff regulations at proper value.

Lost Articles. This railroad will not be responsible for articles left on trains. Inquiry should be made at nearest Ticket Agency or at the office of the Superintendent Mail and Express Traffic Jersey City, N. J.

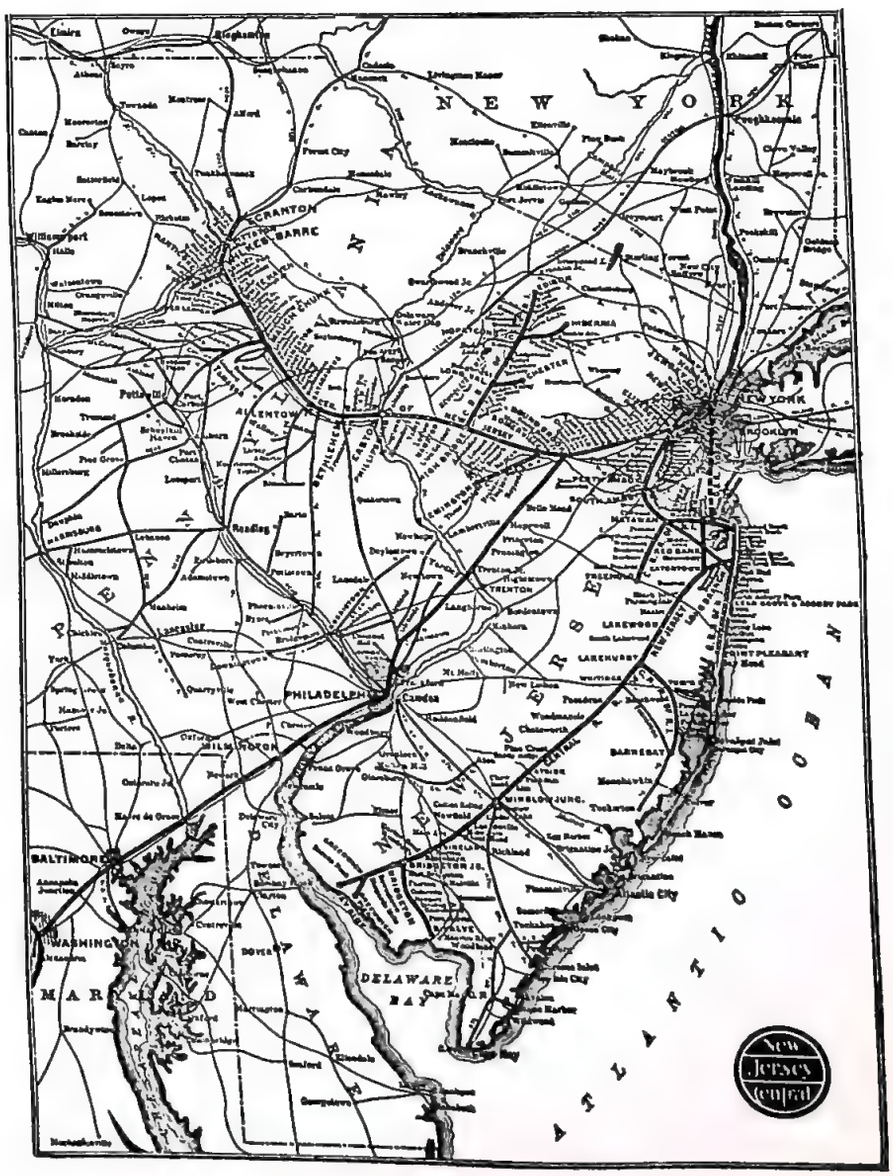
AIR-CONDITIONED EQUIPMENT

Air-Conditioned equipment has been assigned to all Blue Comet Trains. Every effort will be made to provide this air-conditioned service, but the right is reserved to employ non-air-conditioned cars as necessitated by volume of traffic or emergencies.

*ABOVE: **Blue Comet** timetable of September 27, 1936, showing only one daily **Blue Comet** round trip. CNJ President R. B. White admitted to E. L. Pardee that the reduction in service significantly hurt **Blue Comet** patronage. Timetable: Collection of Joel Rosenbaum.*

JERSEY CENTRAL BLUE COMET EQUIPMENT ROSTER

Car Type	Original Number	Blue Comet Name
Diner	81	Giacobini
Combine	300	Halley
Combine	302	Encke
Baggage	391	Olbers
Baggage	392	Barnard
Coach	1170	Tuttle
Coach	1171	Holmes
Coach	1172	Westphal
Coach	1173	D'Arrest
Coach	1174	Faye
Coach	1175	Spitaler
Coach	1176	Winnecke
Coach	1177	Brorsen
Observation	1178	De Vico
Observation	1179	Biela
Observation	1169	Tempel



*System map of the Central Railroad of New Jersey, as illustrated in the September 30, 1934 CRR of NJ public timetable. The **Blue Comet** route, from Jersey City to Atlantic City via Winslow Junction, can be noted.*

Timetable: Collection of Homer R. Hill

Information

The following ticket offices will be glad to help you in planning your trip, making reservations and purchasing tickets. Please feel free to use their services.

NEW YORK

W. 23rd St. Station.	Tel. CHelsea 3-6550.
Liberty St. Station.	Tel. BArclay 7-9670.
Jersey City Term.	Tel. DElaware 3-1122.

CONSOLIDATED TICKET OFFICES:

No. 17 John Street.	Tel. COrtlandt 7-0422-3.
No. 4 W. 33rd St.	Tel. CHickering 4-6209.
No. 3 W. 47th St.	Tel. MEdallion 3-2755.

BROOKLYN

CONSOLIDATED TICKET OFFICE:
135 Pierrepont St. Tel. TRiangle 5-7440.

NEWARK

Broad St. Station (Ticket Office), MArket 2-5300.
District Passenger Agent, Broad Street Station.

ATLANTIC CITY

Main Depot, Arkansas and Arctic Aves. Tel. 4-0111. Boardwalk bet. South Carolina and North Carolina Aves. Tel. 4-4688.

Schedule

Standard Time shown. Add one hour for Daylight Time.

TO ATLANTIC CITY		WEEKDAYS AM		WEEKDAYS PM	SUNDAYS AM
Lv. New York	W. 23rd St.	9.45	FRIDAYS ONLY June 30 to Sept. 1	3.45	9.45
	Liberty St.	10.00		4.20	10.00
Lv. Jersey City Term.	DINING CAR	10.15	DINING CAR	4.35	10.15
" Jack. Av., Jer. City		*9.47		*4.15	*9.59
" Newark, Broad St.		10.10		4.30	10.10
" Elizabeth		9.58		4.49	.....
" Elizabethport		a10.28		a4.56	a10.29
Ar. Atlantic City		1.00 PM		7.25 PM	1.00 PM

FROM ATLANTIC CITY

Leave Weekdays 3.35 P.M. Leave Sundays 4.30 P.M.

EXTRA TRAIN: SUNDAYS, Jul. 9 to Aug. 27, inc.; also MONDAY, Sept. 4, additional train leaves Atlantic City at 6:20 P.M.

*—Change at Jersey City. Dining car on all trains.
a—Stops on notice to Agent to take passengers.

JERSEY CENTRAL RAILROAD

SPECIAL WEEKEND TRAIN

SERVICE

Beginning June 30th

TO AND FROM

Atlantic City

Pocket size brochure touting an additional, Friday-only Blue Comet trip, which was added June 30, 1933, following discontinuance that April of the second regular, daily round trip. This Friday-only extra operated during the summer months.
Collection of Tom Gallo.

EVERY FRIDAY

at

4:20 P.M. Standard Time — **5:20 P.M.** Daylight Saving Time

An added weekend Blue Comet Train will leave New York, Liberty St., (one block south of Cortlandt St.)—a departing time especially convenient for those who cannot get away until late afternoon.

Now you can start to Atlantic City right from the office, and enjoy the luxuries of "The Seashore's Finest Train." For, on the Blue Comet, upholstered, individual coach seats may be reserved FREE; there's a comfortable ladies' lounge; observation car; diner famous for excellent meals at modest prices. *Regularly assigned cars are Air Conditioned.*

And Now . . .

REDUCED ROUND TRIP FARES TO ATLANTIC CITY

Take advantage of these new low fares. Go to the seashore by train, in safety, speed and comfort.

from	NEW YORK, N. Y.	$6.10
"	NEWARK, N. J.	5.95
"	ELIZABETH, N. J.	5.70

Effective June 30, 60 day limit. Proportionate fares from other points.

The Seashore's Finest Train

Individual Coach Seats, triple-cushioned, and comfortable, invite rest and relaxation.

Finest food, skillfully prepared and deftly served in the Diner. Prices are modest, too.

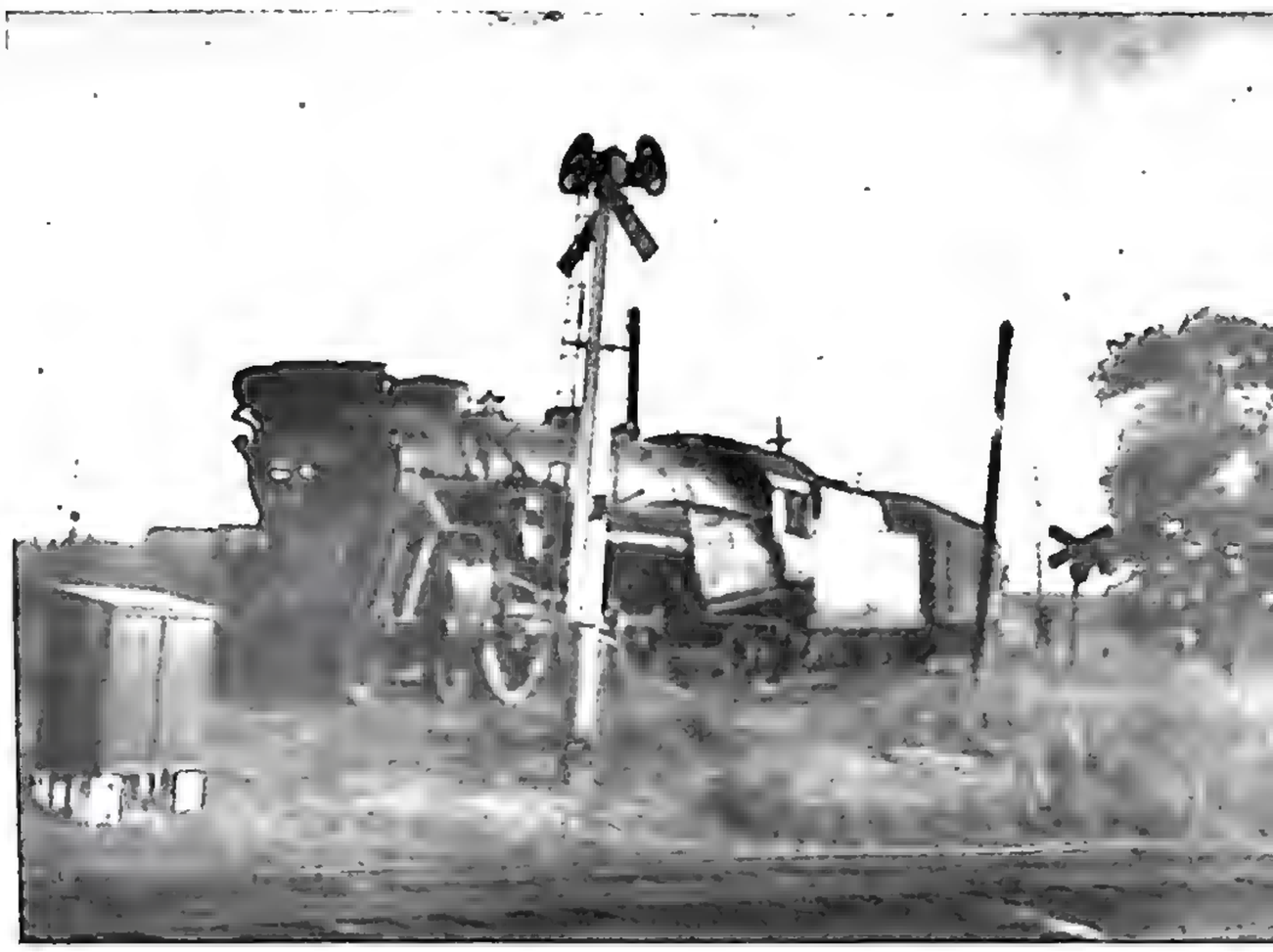
Movable wicker armchairs and broadvision windows lend comfort and cheer to the Observation Car.

ENJOY ALL THESE EXTRA COMFORTS AT THE REGULAR COACH-FARE. NO EXTRA CHARGES.

The *Blue Comet* made its last run on September 27, 1941. Passengers on the last run included 157 members of the Railroad Enthusiasts, Inc. The CNJ made every effort to make the last run memorable: A special dinner with a commemorative menu for the occasion was arranged. Special tickets were also printed. Passenger count on the last day included 171 northbound and 173 southbound. The final northbound train was hauled by G-3 Pacific number 831, and the last engine crew included engineer Dick Carpenter and fireman Howard Schuyler. The train crew included conductor Walsh and trainmen Kennedy and Johnson.

E. Lewis Pardee met Roy Barton White after he left the presidency of the Jersey Central to become president of the B&O. White talked freely with Lew Pardee and claimed credit for the concept of the *Blue Comet*. He stated that Jersey Central was not carrying anywhere near the number of passengers between New York and Atlantic City that they should be, and that they were losing money on the Pullman car lease. His idea was to create a deluxe train with first class service, and satisfy the parlor car passenger while at the same time promoting more coach business. White told Pardee that CNJ was trying to get out of the Pullman service anywhere they could, because on their short runs they usually lost money.

White said that at first, the *Blue Comet* lived up to expectations and business increased, but when the Depression hit, patronage fell off rapidly, forcing them to reduce the service. The reduction in service itself had a



ABOVE: The final farewell. Engine No. 831 passes Winslow Junction station on September 29, 1941, heading for Jersey City. The CRR of NJ operator can be seen handing up the "flimsies" to the conductor, beyond the crossing sign. This final Blue Comet trip was photographed by E. Lewis Pardee.

Official CRR of NJ photograph of the Blue Comet being serviced, c.1930. *Collection of Joel Rosenbaum*

further adverse effect. Col. White said that the public relations value of the train was very important to him, because he felt it kept the railroad's name before the shippers, and that it created a positive image. White said thousands of people waited and watched for the train, and this too was very beneficial. Eventually, falling fortunes of the Jersey Central, which ended in bankruptcy, made further losses attributable to the *Blue Comet* unjustifiable on any basis. White felt the *Blue Comet* failed because of the expansion of New Jersey's public highway system, increased private ownership of automobiles, and competition with the Pennsylvania Railroad. White noted that the Pennsy's superior connections, mid-city New York terminal, and more frequent service was impossible to match.

TOTAL PASSENGERS CARRIED BY THE BLUE COMET

Year	Total	
1929	62,105	
1930	56,746	
1931	41,845	
1932	29,774	
1933	17,351	a
1934	26,690	
1935	18,707	
1936	28,987	b
1937	29,821	
1938	20,702	
1939	13,668	
1940	14,045	

a Service reduced to one round trip daily April 30, 1933.

b Reduction in fares in 1936 resulted in increased ridership.

Source: PUC reports of May 1, 1940 and June 24, 1941 concerning application to discontinue the *Blue Comet*.

BELOW: Blue Comet schedule sign at the Route 33/34 overpass over the CNJ at Collingwood Park, New Jersey. The sign painter erred with the 12:17 a.m. passage! It should read 12:17 p.m.
Collection of Joel Rosenbaum.

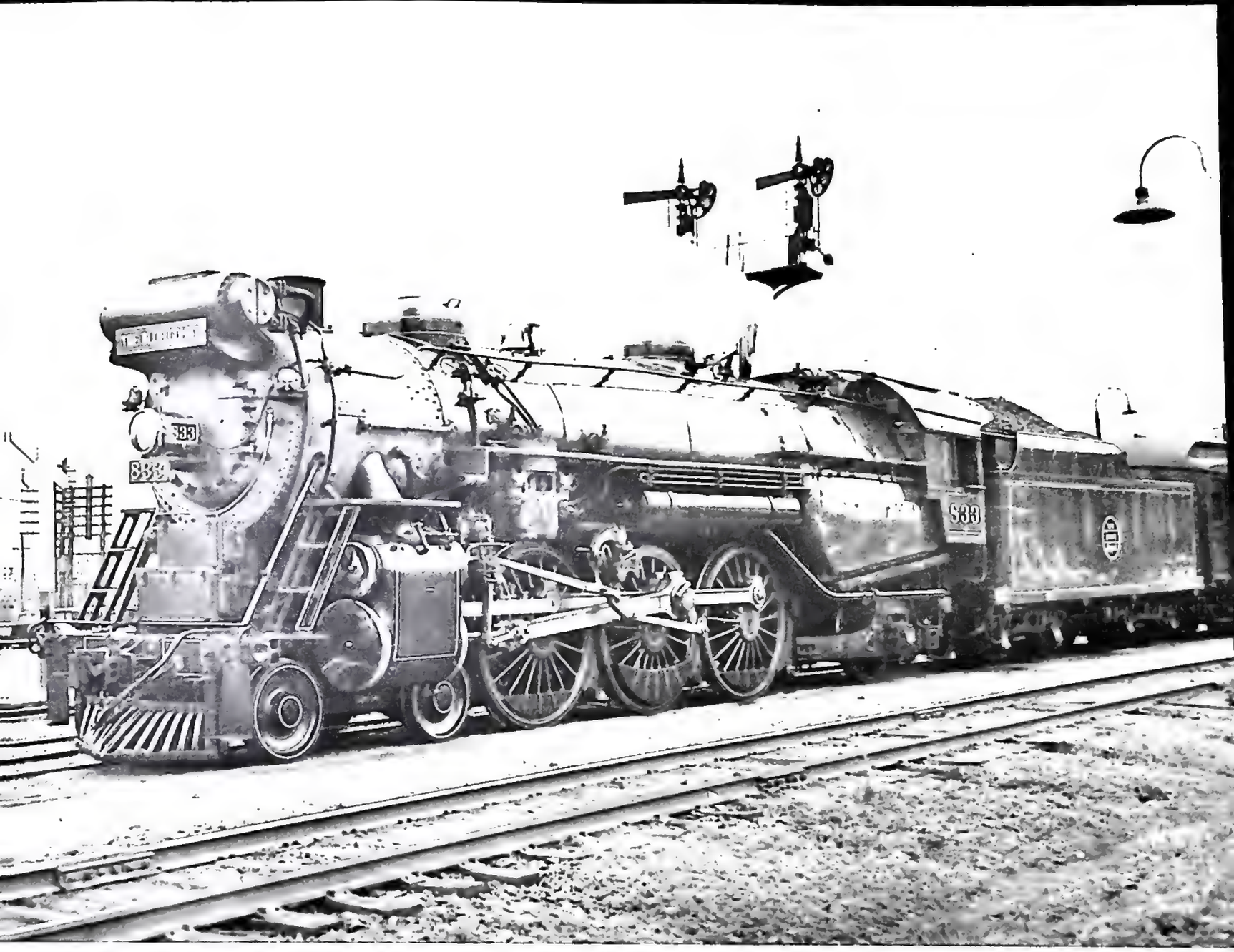
Some of the *Blue Comet* coaches, and two of the observation cars were converted into commuter club cars. The former *Blue Comet* observation *Biela* served as commuter club car *Monmouth* on the North Jersey Coast runs for almost three decades. This car now serves as part of the Union Gap Station restaurant in Clinton, New Jersey. Observation *De Vico* operated on one of the CNJ Bay Head-Newark trains in the early 1970's in conjunction with the *Monmouth*, with one observation car at either end of the train. *De Vico*, now numbered 1178, is owned by NJ TRANSIT and has been refurbished for use as an inspection car by the State transit agency.

BLUE COMET COACHES CONVERTED TO COMMUTER CLUB CARS

Original Number	Blue Comet Name	Commuter Club Name
1171	Holmes	Seashore
1172	Westphal	Tamaqua
1173	D'Arrest	Beachcomber
1174	Faye	Echo Lake
1175	Spitaler	Wekearny
1177	Brorsen	The Suburban

On the following pages we have visually and technically recreated what the discriminating traveler and avid railfan would have seen had they inspected the train from end to end back in the 1930's. The short astronomical histories of each comet have been provided by John E. Bortle. The detailed descriptions of the cars are from the March 2, 1929 edition of **Railway Age** magazine.

BELOW: CNJ overpass over the White Horse Pike at Elm, New Jersey, near Winslow Junction.
Photo by Don Wentzel, 1940.

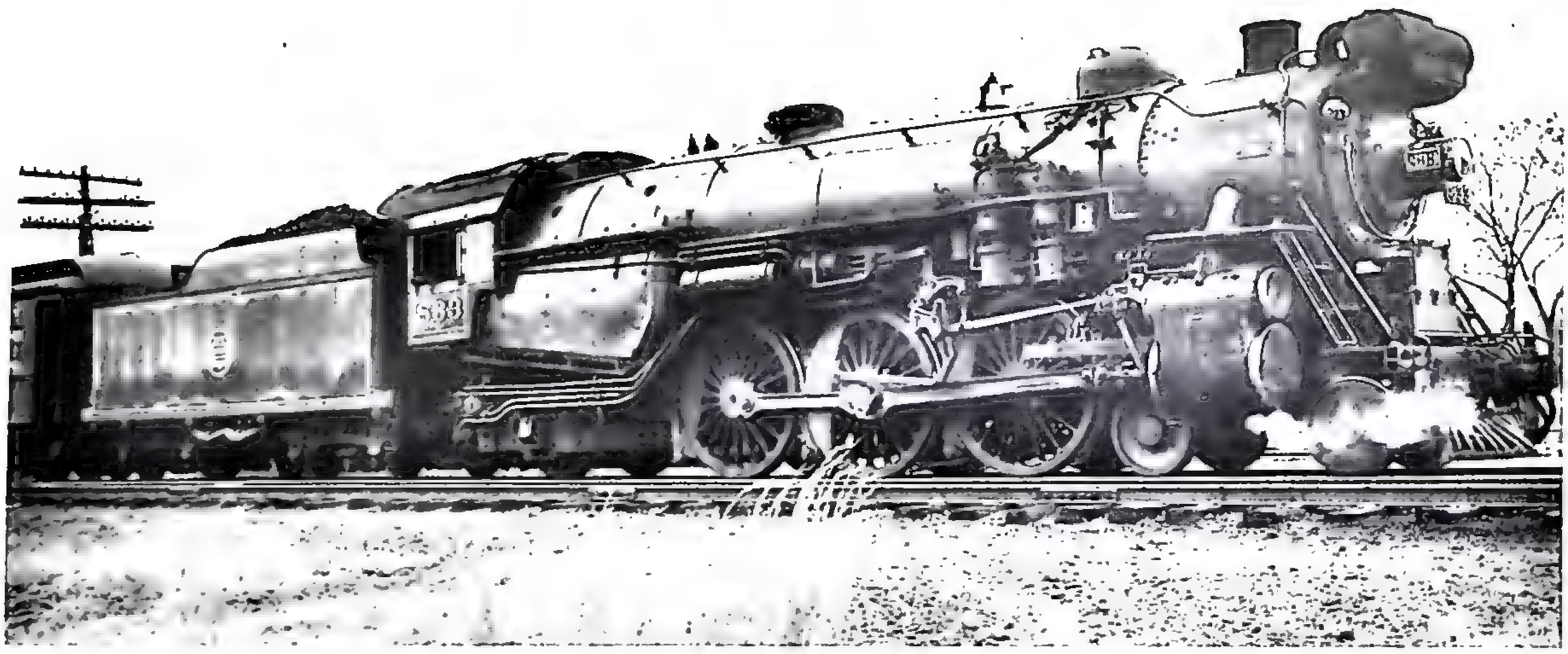


ABOVE: CRR of NJ class G-3s Pacific No. 833 is seen at Elizabethport, New Jersey on June 19, 1937. No. 833 was built by the Baldwin Locomotive Works in January, 1928. Photo by George E. Votava.

The Locomotives

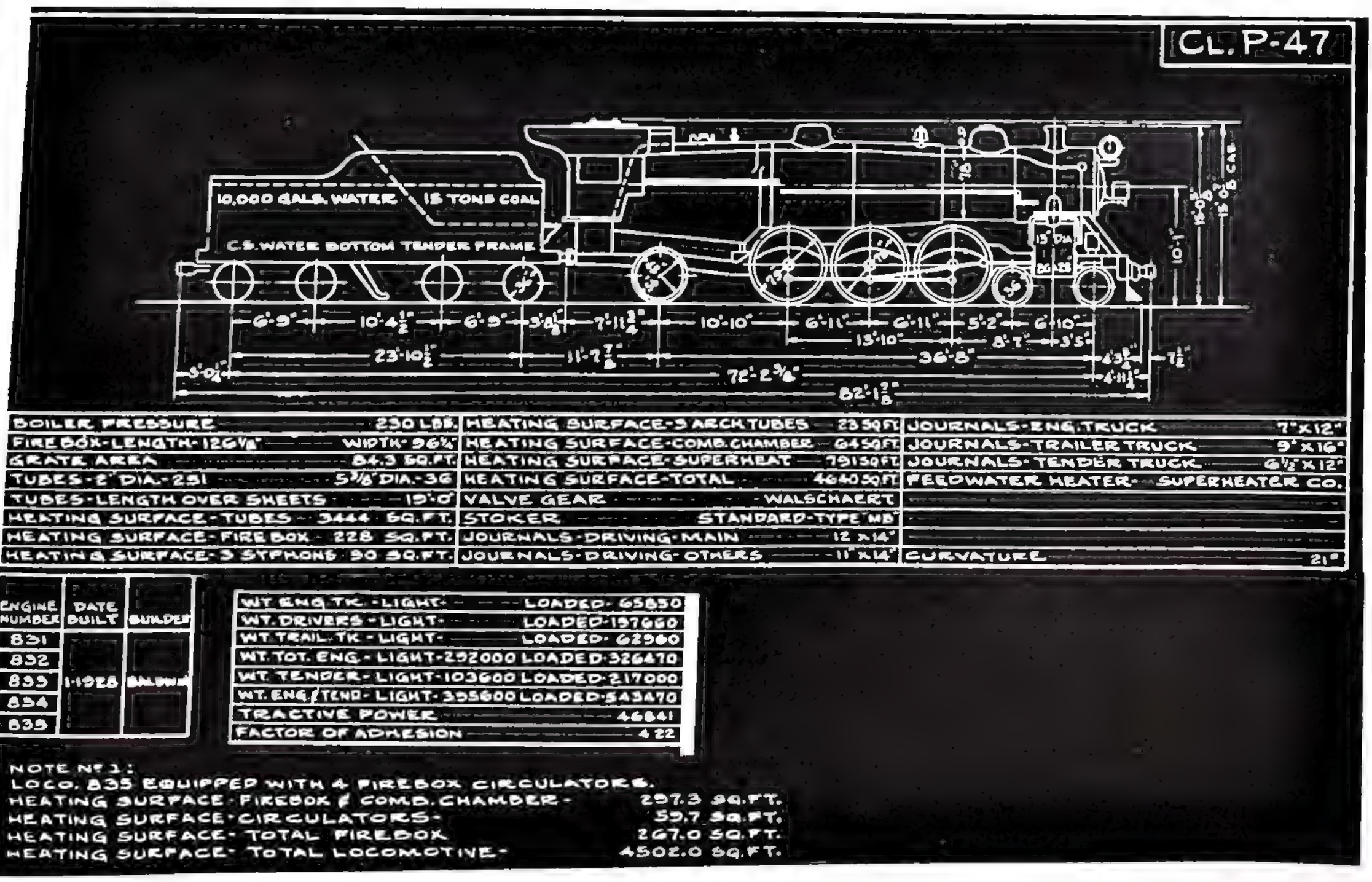
Initially, two Pacific-type steam locomotives built by Baldwin, were assigned to Jersey Central's *Blue Comet* service. These two locomotives, numbers 831 and 832, were later supplemented by three other Pacifics, 833, 834 and 835. Occasionally, other CNJ Pacifics and Camelback locomotives were pressed into *Blue Comet* train service.

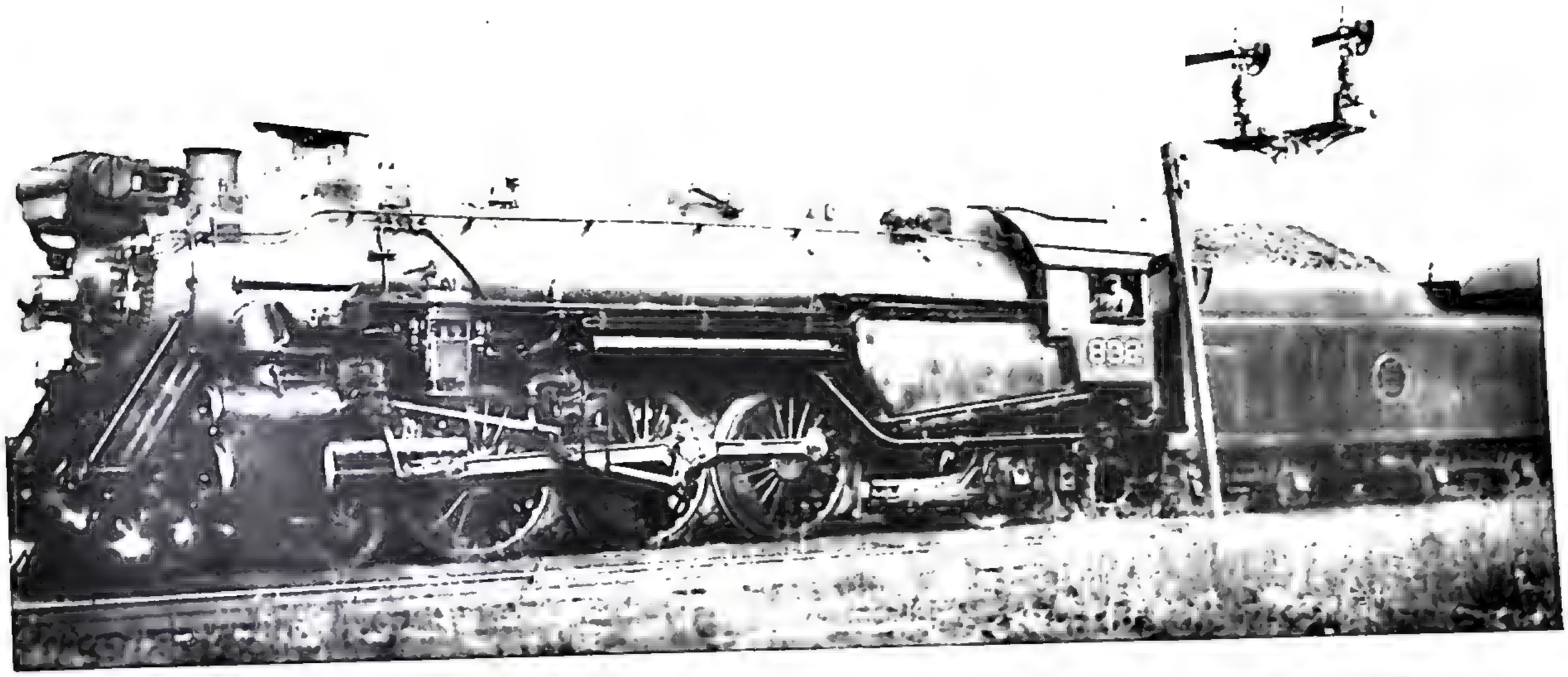
Engines 831, 832 and 833 were painted in a combination of Packard Blue and Royal Blue. Number 834 was painted Olive Green for service on *The Bullet*, and number 835 was black. The headlights, front marker lights, front-end handrail column, couplerpin lifting rod, and the front and back valve chamber and cylinder head covers were chromium plated. The round New Jersey Central emblem appeared on the tender on a dark blue background against the rest of the tender, which was a lighter Packard Blue. The tender truck frames were a Royal Blue. The cab roof of the locomotive was painted Royal Blue, and the locomotive's whistle was described as sounding like a cross between a foghorn and a cathedral organ. A plate carrying the *Blue Comet* name in gold letters against a blue background was attached to the front of the locomotive, below the Elesco feedwater heater. The smokebox was graphite, and varied in color from silver-grey to dark grey, depending on the upkeep.



ABOVE: Blue Comet Pacific No. 833 is seen leaving Lakehurst, New Jersey. Note distinctive Elesco Feedwater Heater. CNJ Blue Comet nameboard has been covered over; engine was likely operating on a fan trip.
Photo by Martin S. Zak.

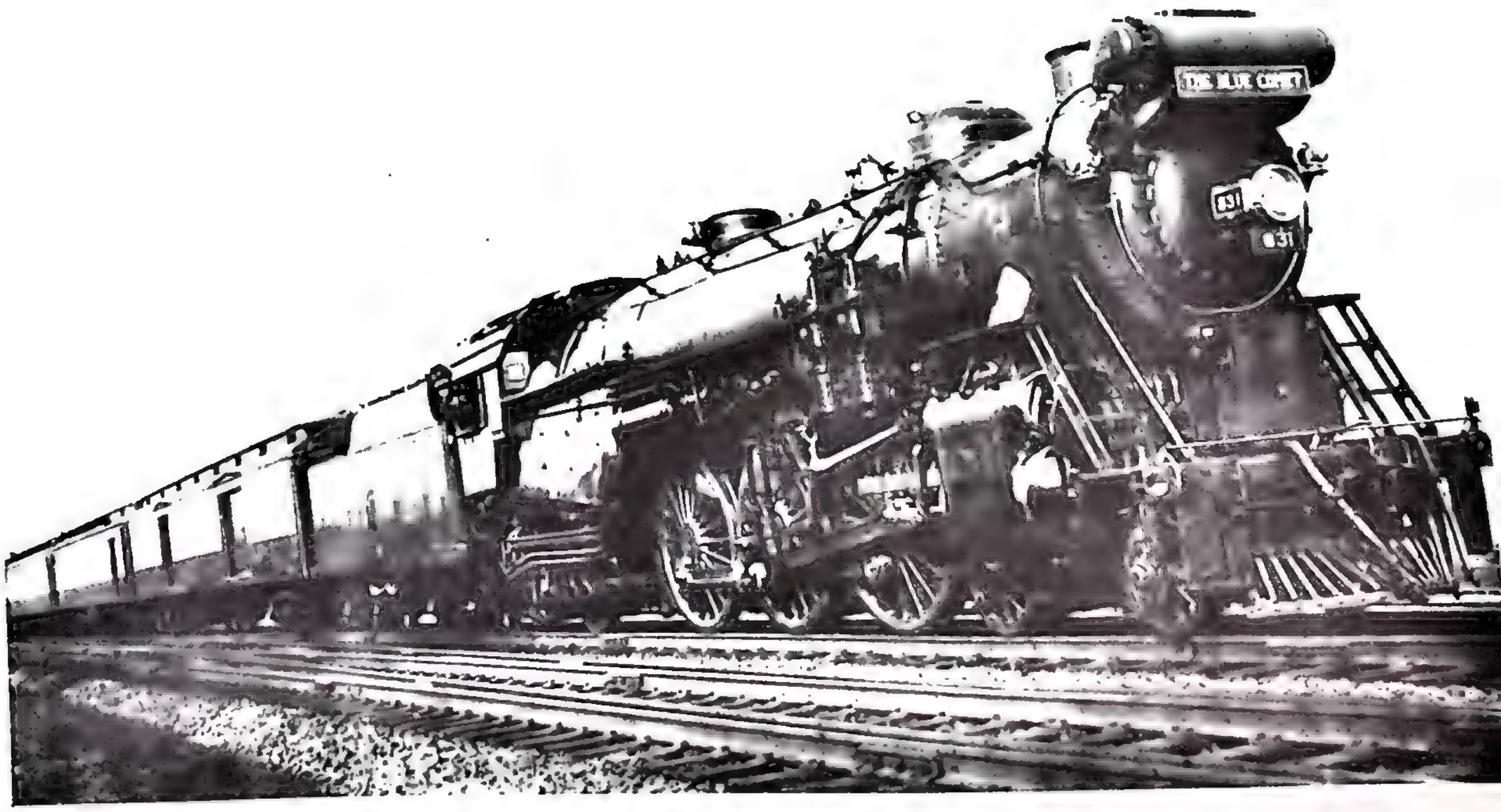
BELOW: Official CNJ specifications for G-3 Pacifics Nos. 831-835. *Collection of Tom Gallo.*

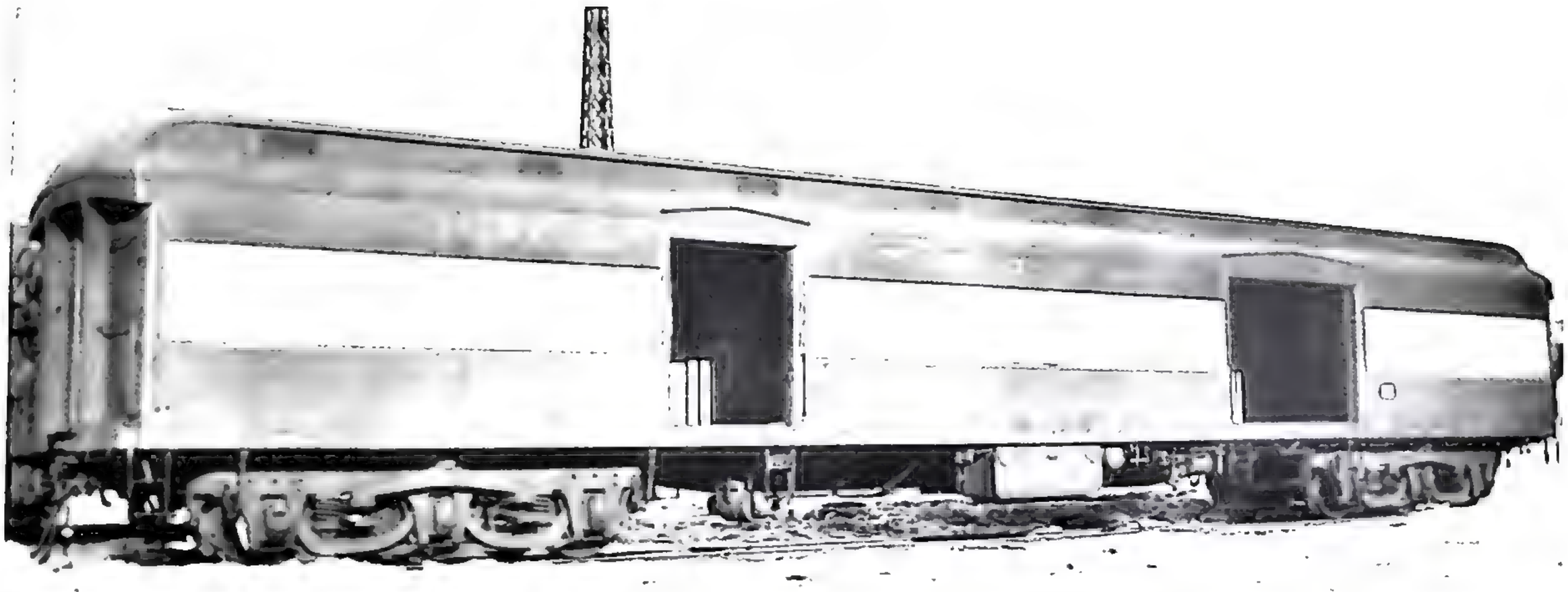




ABOVE: Blue Comet Pacific No. 832 at Red Bank, New Jersey, about 1935. *Collection of Jack Raymus.*

BELOW: Engine 831 is seen posed with train in this CRR of NJ photograph. *Collection of Joel Rosenbaum.*





Blue Comet full baggage car Olbers, seen at Newark, New Jersey, on January 25, 1935.
Photo by George E. Votava.

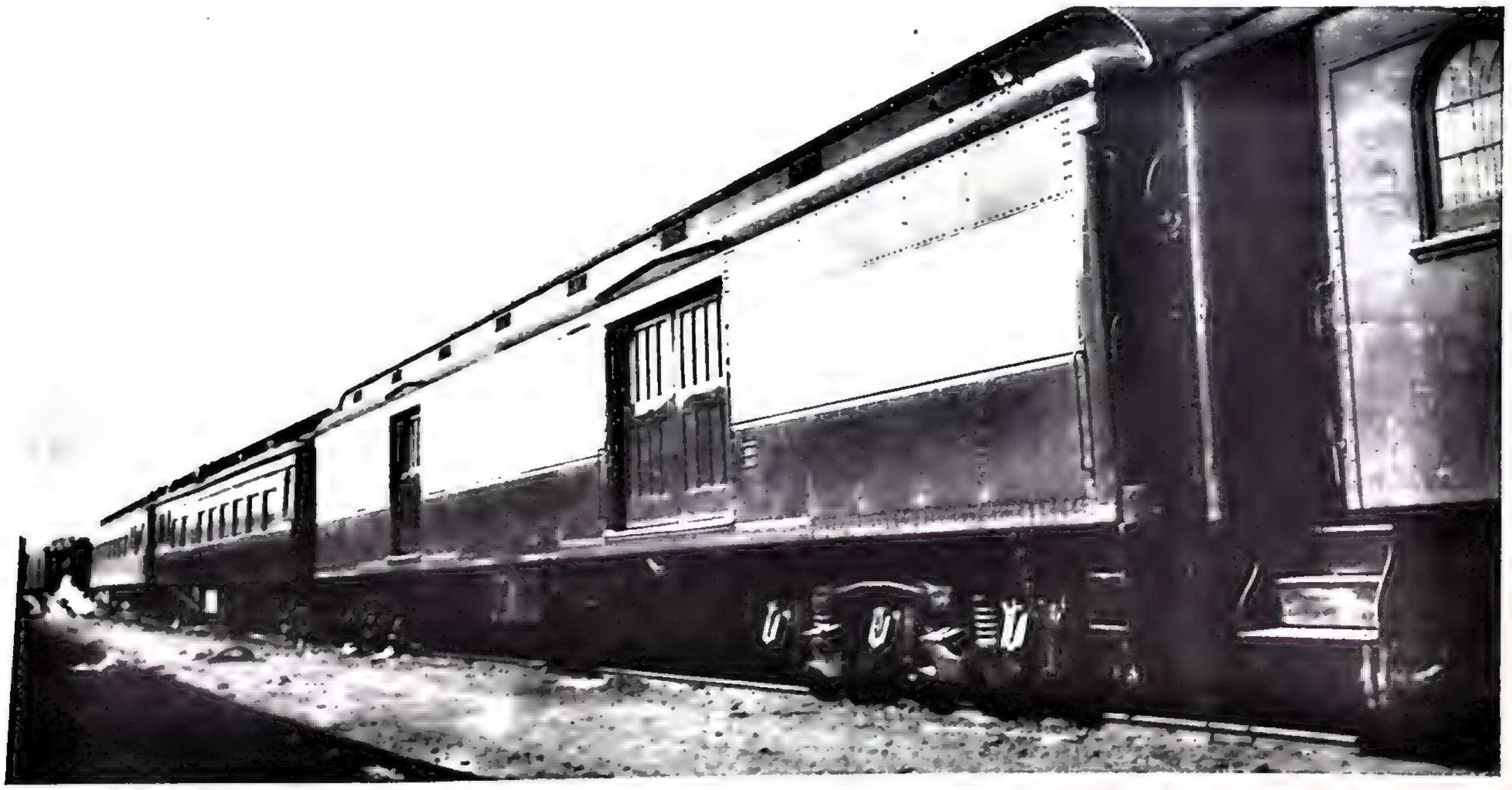
The Baggage Cars

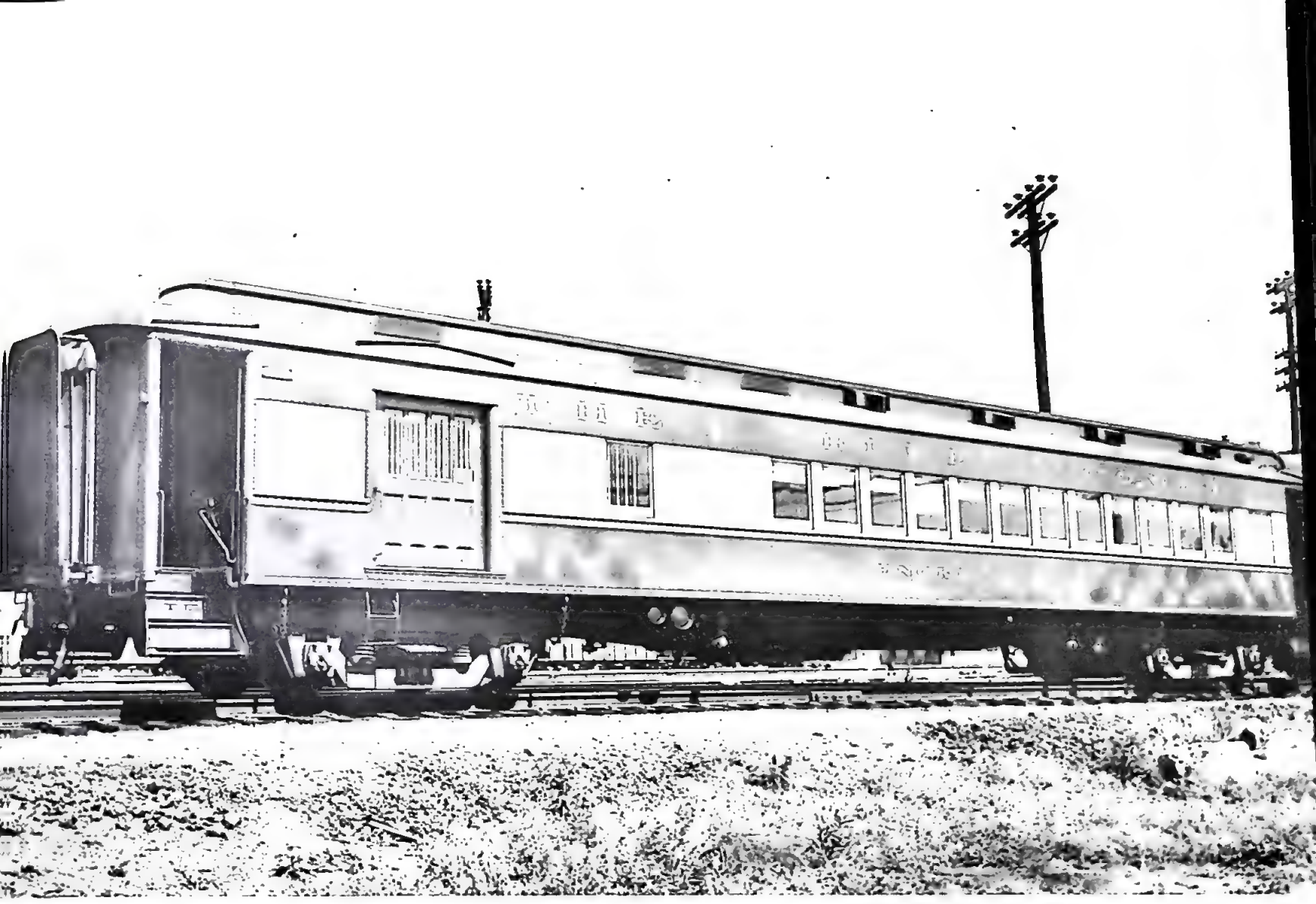
Two 70-foot baggage cars were placed in *Blue Comet* service. The cars had a roof painted Royal Blue, with car sides and doors painted Packard Blue, with a Jersey Cream band running horizontally through the center of the car. The full baggage cars had six-wheel trucks with standard bearings.

OLBERS—Named for comet Olbers, period 69.7 years. Discovered by H.W.M. Olbers of Bremen, Germany in 1815. It was observed again in 1887 and 1956.

BARNARD—Named for comet Barnard 1, discovered in 1884. Its discoverer, E.E. Barnard, was an astronomer at Lick Observatory later in his career, and discovered a total of 19 comets.

A Blue Comet baggage car, sans name, photographed in 1930. *Collection of Joel Rosenbaum.*





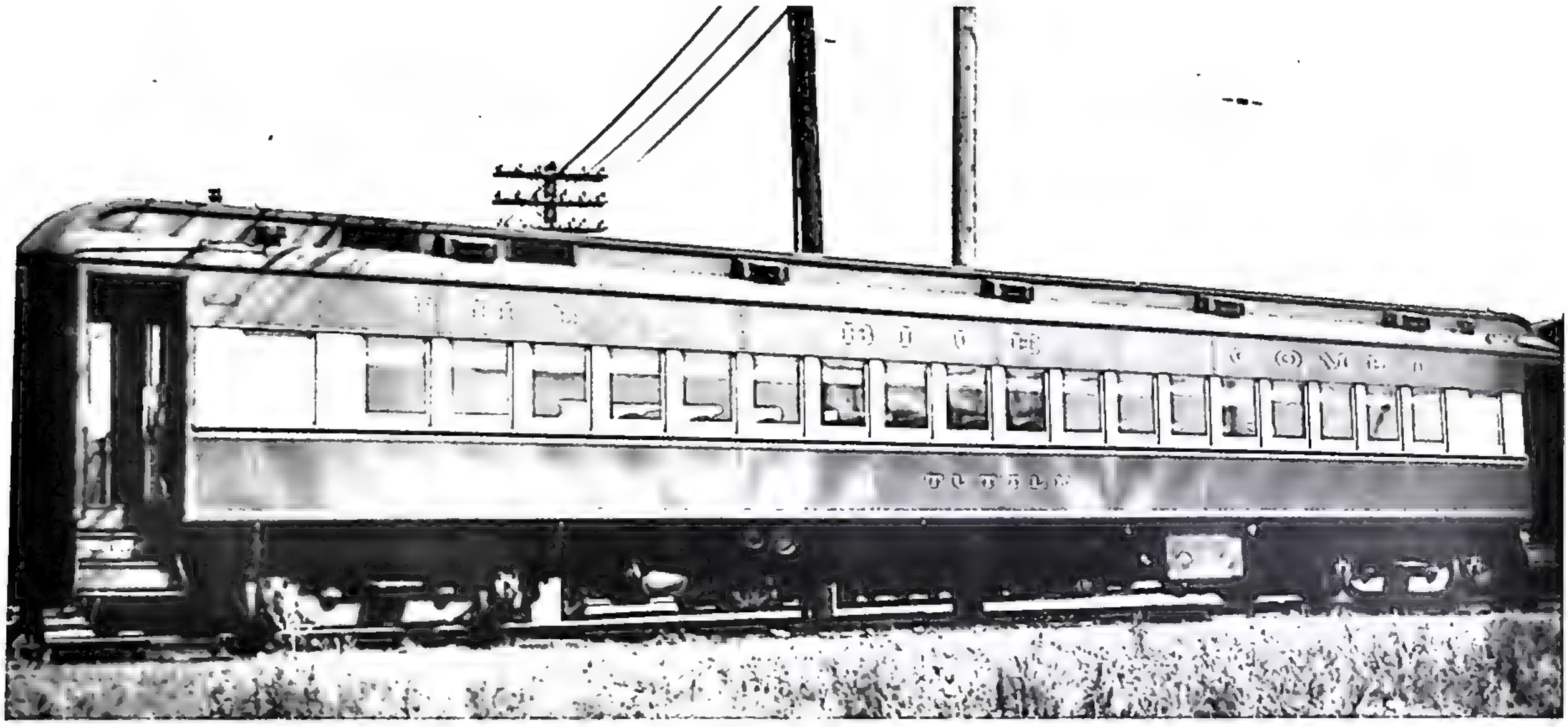
Blue Comet Combine Encke (No. 302) is seen at Atlantic City on August 30, 1936. Built by Bethlehem Shipbuilding in 1928, it seated 48 passengers in individual leather chairs, and served as the Blue Comet's "smoker."
Photo by George E. Votava.

The Combines

The interior of the combines, which also served as the smoking cars, contained 48 bucket-type seats, each with a center armrest, which could be lowered. The seats were covered with blue leather, and the two bulkhead seats were non-rotating. A match striker was attached to the bottom of each window post, and on the back of each pair of seats was a cup type ash tray of Royal Blue. A table, which could be used for playing cards, could be placed between the two pairs of facing seats next to the bulkhead. Each combine-smoking car was furnished with 22 nickel plated cuspidors. The floor of the car, as well as the vestibule and lavatory floors was covered with a blue and white diamond tile pattern. These cars were furnished with a men's lavatory, with a washroom on the opposite side of the aisle. The walls of the lavatory and washroom were finished in two-tone light grey. White porcelain hoppers were used, with all exposed piping nickel plated. The washroom contained a white porcelain sink, a nickel plated rack to receive soiled towels, a mirror, and a blue leather upholstered seat, large enough to seat two passengers. The interior of the smoking section of the cars was finished in Circassian walnut with cream-color headlining and baggage racks. The window shades were made of blue Spanish pantasote material. Each combine was furnished with drinking cup and towel vending machines.

HALLEY—Named for the most famous of all comets. There are records of it having been observed as long ago as 240 B.C. Edmond Halley of England was the first to demonstrate that it returned to the sun at intervals of about 76 years, and it is next expected in 1986. Halley had predicted that the comet he saw in 1682 would return (based on his calculations) in 1758-59, and when it did, it was universally assigned the name Halley's Comet.

ENCKE—Named for the comet with the shortest period of revolution known; 3.3 years. First seen in 1786, it was named for J.F. Encke who first demonstrated its periodic nature in the year 1818.



Blue Comet coach Tuttle (No. 1170) is viewed at Atlantic City on August 30, 1936. Built by Bethlehem Shipbuilding in 1926, it seated 64 passengers in individually reclining seats, when operated in Blue Comet service.
Photo by George E. Votava.

The Coaches

The coaches contained 64 bucket-type, triple cushioned seats, upholstered in rich Persian blue figured mohair material, with wide gold tinted stripes. A nickel plated coat hanger and umbrella holder was attached to the rear of each seat. Coach floors were covered with a thick Persian blue carpet, into which a gold design was worked.

The coaches had a men's lavatory and a washroom on opposite sides of the aisle, with the same furnishings as the combines. An attractive women's lounge with a connecting toilet was at the opposite end of each coach. Two wicker armchairs and a boudoir chair covered with flowered printed linen were placed in each lounge. A full-length mirror was set in the toilet room door, and a smaller mirror was located in front of the boudoir chair. A cup and towel vendor, ice-water container and electric fan were also provided. A Royal Blue cup-type ashtray was located between the two windows of the women's lounge.

Two nickel plated 12--inch fans, one located at each end of the car, provided ventilation until the cars were air conditioned in the 1930's. The interior finish of the coaches was the same as the combines; Circassian walnut with cream color headlining and baggage racks. Each train carried a porter who wore a uniform of French blue.

WESTPHAL—Named for comet Westphal, period 61.9 years. Discovered by Westphal (Germany) in 1852, it was observed to disintegrate on its return of 1913.

HOLMES—Named for comet Holmes of 1892. Its discovery, by Edwin Holmes (London) came at a time when the comet was apparently undergoing a great explosive outburst. Visible to the unaided eye at the time of discovery, it has ever since required huge telescopes for observation.

TUTTLE—Named for comet Tuttle, period 13.8 years. While this comet carries the name of H.P. Tuttle (Cambridge, MA) who sighted it in 1858, it was actually discovered by P. Mechain (Paris) as long ago as 1790.

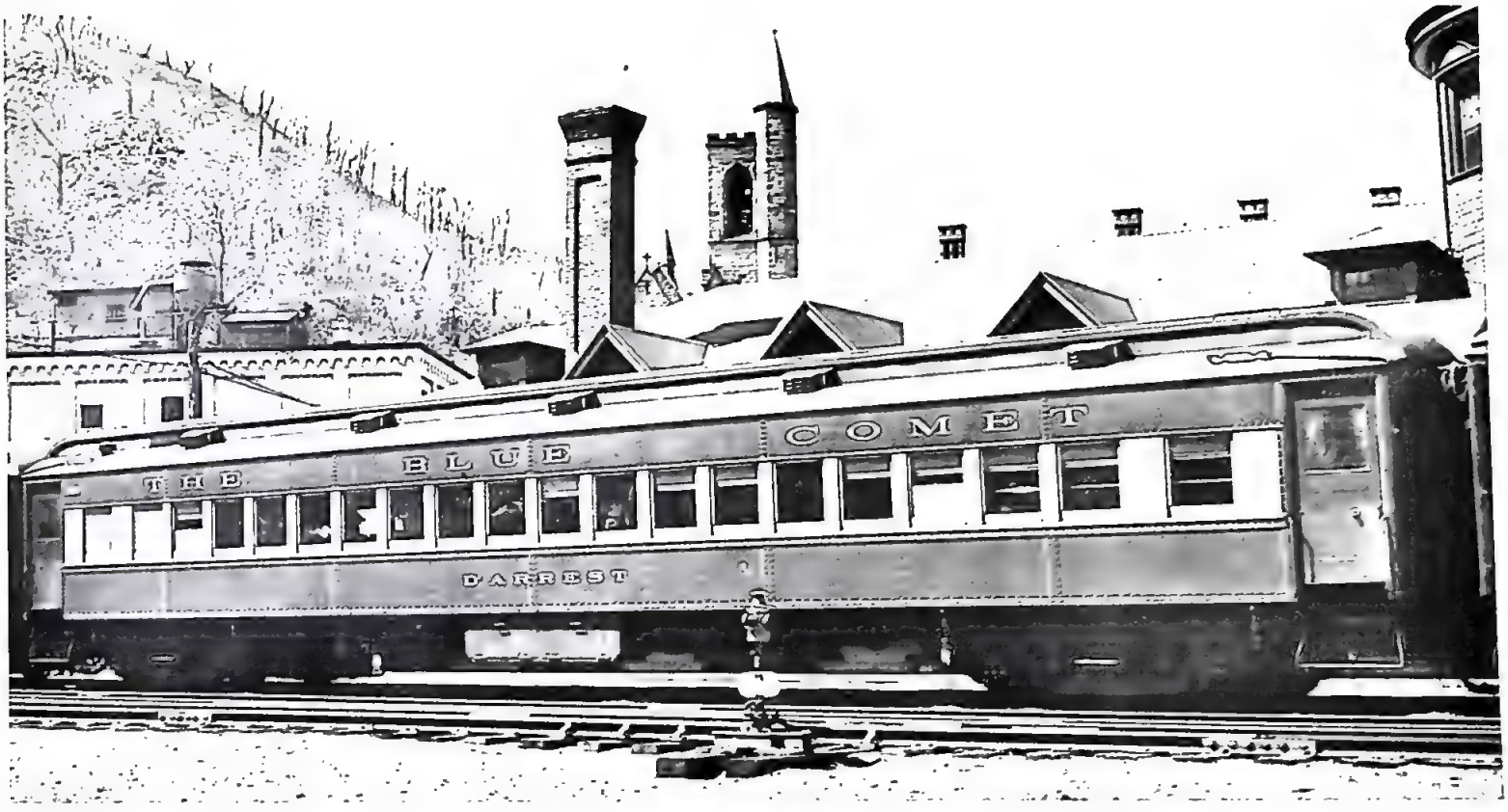
SPITALER—Named for a faint comet discovered by Rudolf Spitaler (Vienna, Austria) in 1890. While supposedly having a period of 6.37 years, it has never been seen again.

WINNICKE—There is no short period comet named simply for F.A. Winnecke (Bonn, Germany). However, the car probably received its name from the comet Pons-Winnecke, period 5.6 years. Originally discovered by L. Pons (Paris) in 1819, it was rediscovered by Winnecke in 1858.

D'ARREST—Named for comet D'Arrest in 1851. This comet, named for its discoverer H. D'Arrest (Leipzig, Germany), passed unusually close to Earth in 1976. Mr. D'Arrest was also involved in the discovery of the planet Neptune.

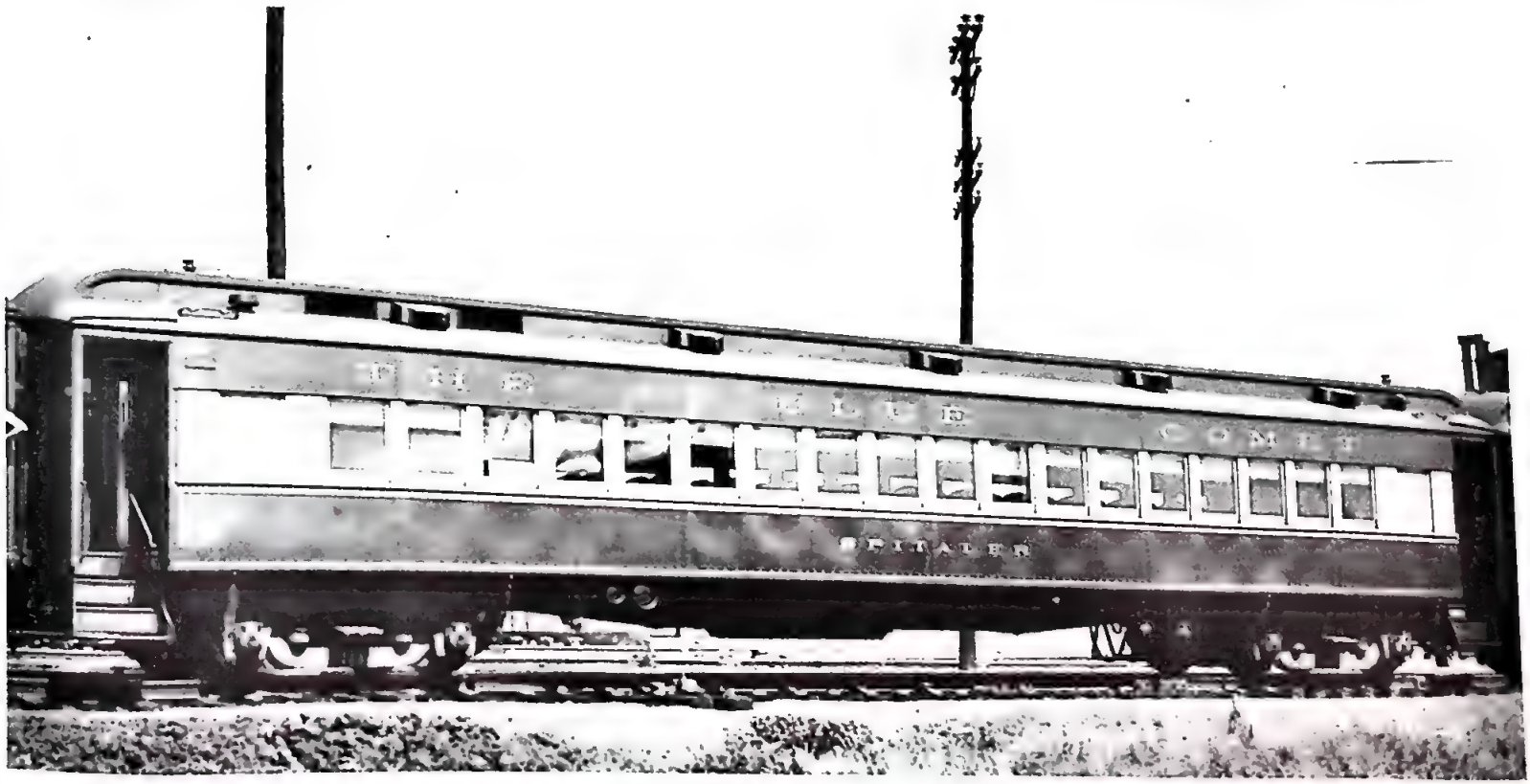
FAYE—Named for comet Faye of 1843. Discovered by H. Faye (Paris), the comet has a period of 7.4 years. It appears to be slowly wasting away, since it is much fainter today than when discovered.

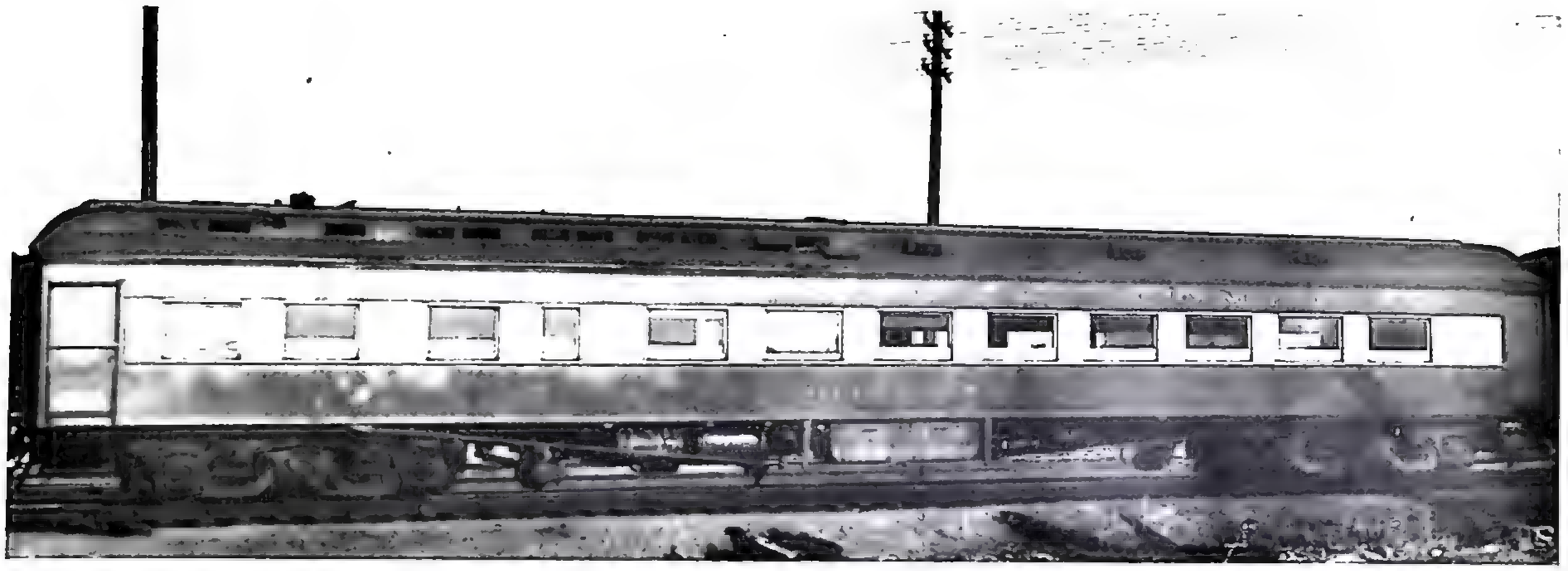
BRORSEN—Named for comet Brorsen of 1864. It had a period of revolution of 5.5 years when discovered by T. Brorsen (Kiel, Germany), but it has not been seen since its return in 1879.



ABOVE: D'Arrest is seen at Mauch Chunk, Pennsylvania on April 10, 1928, undoubtedly in fan trip service. This coach, formerly No. 1173, seated 64 passengers. Note Jim Thorpe CRR of NJ station behind coach.
Photo by George E. Votava.

BELOW: Spitaler (No. 1175) is seen at Atlantic City on August 30, 1936. It was built by Bethlehem Shipbuilding in 1928.
Photo by George E. Votava.





Blue Comet diner Giacobini, photographed at Atlantic City on January 26, 1936. Formerly CNJ Cafe Car No. 81, it was rebuilt as a full diner, seating 36. Note truss rods which supported the wooden car; sheet metal was used to give the veteran a "modern" appearance.

Photo by George E. Votava.

The Diner

When two round trips daily were made by the *Blue Comet* in its first four years of operation, the diner was assigned only to the morning departure from Jersey City and the late afternoon departure north from Atlantic City. The dining car had seats for 36 passengers. Its floor was covered with a deep blue carpet into which a gold tinted meteor design was worked. There were four nickel plated 12-inch fans, two at each end of the dining room. Above each window was a panel of frosted glass into which was hand etched a design representing a comet with stars and clouds. Blue bulbs were used in the deck lights, and this gave a delicate blue lighting effect through the white shades.

The tables were set with Czechoslovakian table linen in a light tone of ultra-marine blue. Dark blue china and glassware was used for table settings. Each table was provided a lamp which had a silver base and circular parchment shade, on which were painted gold stars and comets. Initially, a $1.25 dinner and a 75¢ blue platter luncheon were served.

The dining car waiters were attired in white uniforms trimmed with French blue epaulets, chevrons, and trouser stripes. The uniform was completed with a blue vest and white shoes and socks.

GIACOBINI—Named for comet Giacobini of 1896. Although calculated to have a period of 6.7 years, it has never been observed at any of its predicted returns. It was discovered by M. Giacobini.

Food: really delicious at prices really modest.
Distinctive Dining Car
Characteristic in appointment--blue tint napery, blue china, table lamps and window oval of astral design. But, most important, a skilled chef to please your appetite with savory dishes.
The Seashore's finest train

RIGHT: Interior view of the Giacobini, from a CNJ Blue Comet promotional brochure.
Collection of Tom Gallo.

De Vico is the only operating survivor of the Blue Comet trainset. The coach observation was built by Bethlehem Shipbuilding in 1926, and is seen above at Mauch Chunk, Pennsylvania, on a fantrip, April 10, 1938. De Vico, now No. 1178, serves as an NJ TRANSIT inspection car. *Photo by George E. Votava.*

The Observation Cars

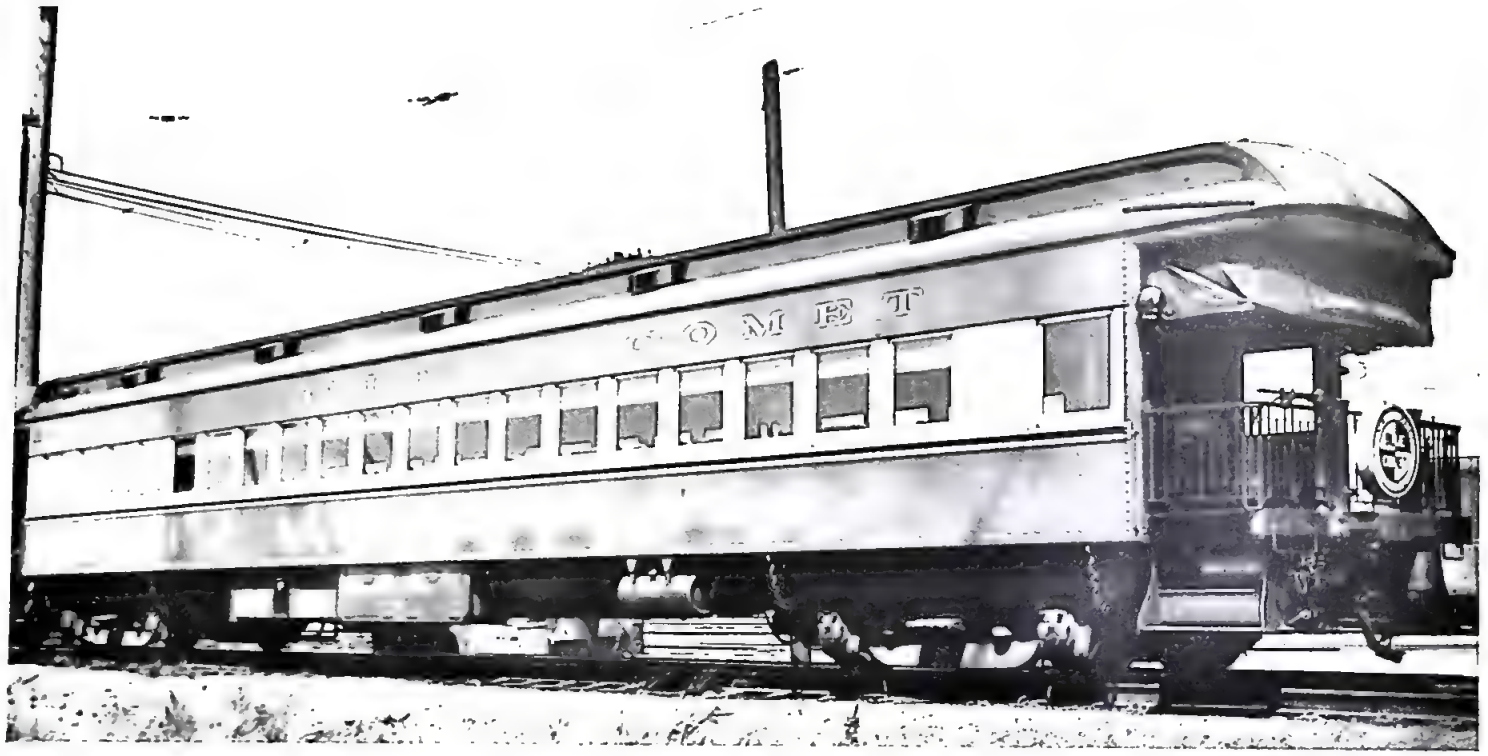
The *Blue Comet* observation cars had 48 silver-blue reed armchairs, upholstered in Persian blue Aralon plush, into which a gold tinted flower design was worked. The floor was covered with a deep blue carpet which had a gold tinted meteor design worked in. The observation platform had six folding chairs, while the front of the car had a women's lavatory and a separate washroom. The washroom contained a white porcelain sink, to which was attached a nickel plated fixture from which hot and cold water and liquid soap were obtained. The washroom also contained a mirror and a nickel plated rack for used towels, and a blue leather upholstered seat large enough for two passengers. The lavatory and washroom walls were finished in two-tone light grey. The interior of the observation cars was finished in Circassian walnut with cream color headlining and baggage racks, similar to the coaches and combine.

Prior to air conditioning of the *Blue Comet*, the observation car had four nickel plated 12-inch fans, two at each end of the car. Window shades were made of blue Spanish pantasote. Lavatory and washroom floors were covered with blue and white tile in a diamond pattern. This pattern was carried over onto the rear observation platform. No seats were sold in the observation car, to enable the car to be used by all *Blue Comet* passengers without having to pay an extra fare.

A nickel plated card holder was attached to the bulkhead wall on each side of the observation car corridor. On one side was a card which read "Smoking Car Forward", and on the other a card which stated "Train Crew Today:", and gave the names and years of service of the engineer and conductor.

The drumhead sign on the rear of the observation platform came in two different blue and white schemes, with one being the exact color reverse of the other.

After Prohibition had been repealed, the observation car would have been a natural for beverage service. The car had no galley, but one could have easily been installed. However, unlike the Pennsy, the Jersey Central never promoted liquor sales on the *Blue Comet*. Liquor was available in the diner, but it was apparent that the Jersey Central was not interested in providing alcoholic beverages in the observation.



TEMPEL—Probably named for comet Tempel 1, of 1867. However, there is a comet Tempel 2, first seen in 1873, which has been continuously observed to the present, while Tempel 1 was "lost" between 1879 and 1966. Both are named for William Tempel (Marseilles, France).

DE VICO—NAmed for comet De Vico of 1846. Discovered by F. De Vico (Rome), it was supposed to have a period of 76.3 years, but has never been observed after 1846.

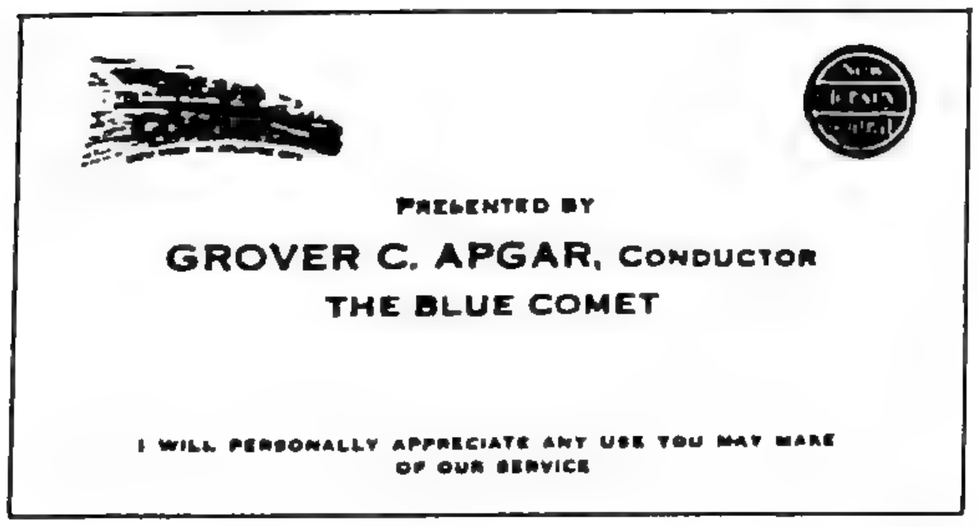
BIELA—Named for comet Biela of 1826. The comet has a long and complicated history. It was first seen in 1772 by Montaigne (France), rediscovered by Pons (France) in 1805, but named for W. Biela, an officer in the Austrian army, who rediscovered it in 1826. It was this latter year that its periodic nature was determined, and thus the name Biela was assigned. Its period was 6.6 years, but it has not been seen since 1852.

*ABOVE: Observation car **Biela**, seen at Atlantic City on August 30, 1936. It was built by Bethlehem Shipbuilding in 1928. Presently, it is part of the Union Gap Station restaurant in Clinton, New Jersey.*
Photo by George E. Votava.

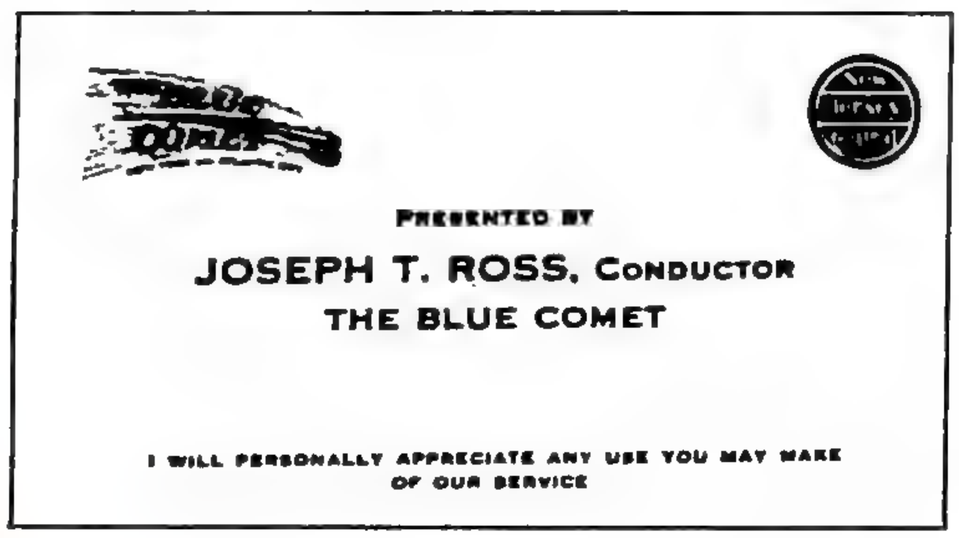
*LEFT: A **Blue Comet** observation car at Atlantic City on June 10, 1931. Note the reverse color scheme of the drumhead, compared with **Biela** photograph above.*
Collection of Joel Rosenbaum.

*ABOVE: **Tempel** was the only **Blue Comet** observation car that was not air conditioned. It later became a yard office at Bay Head Junction, NJ. Collection of North Jersey Coast Model RR Club/Pat Rooney. CENTER LEFT: **Biela** is now part of the Union Gap Station restaurant in Clinton, NJ. Photo by Tom Nemeth. CENTER RIGHT: **De Vico** presently serves as NJ Transit's track inspection car. It was painted into NJT silver in 1981, where it is seen fresh from the paint shop at Raritan, NJ. Photo by Jim Zeck. BOTTOM: **Biela** served as a private commuter club car on the North Jersey Coast runs to Bay Head for almost three decades. Seen here at Sea Girt, NJ in the early 1970's. Photo by Jack Raymus.*

BLUE COMET MEMORABILIA



LEFT: Business cards from Blue Comet train crew. Collection of Tom Gallo. BOTTOM LEFT: CNJ Southern Division Public Timetable dated September 27, 1936, touted the "Trail of the Blue Comet." BELOW: Blue Comet tickets. Collection of Tom Gallo.



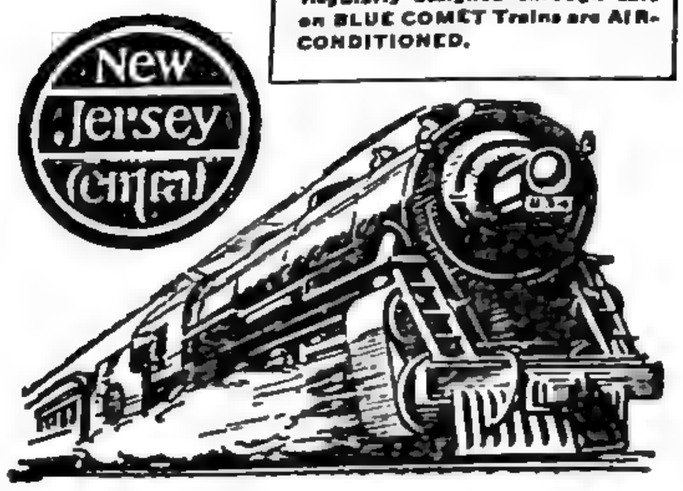
NEW YORK and ATLANTIC CITY
EFFECTIVE SEPTEMBER 27, 1936

NEW JERSEY SOUTHERN SUB-DIVISION

TRAIL OF THE "BLUE COMET"

AIR-CONDITIONED EQUIPMENT

Regularly assigned through cars on BLUE COMET *Trains are* AIR-CONDITIONED.



TIME TABLE

BETWEEN

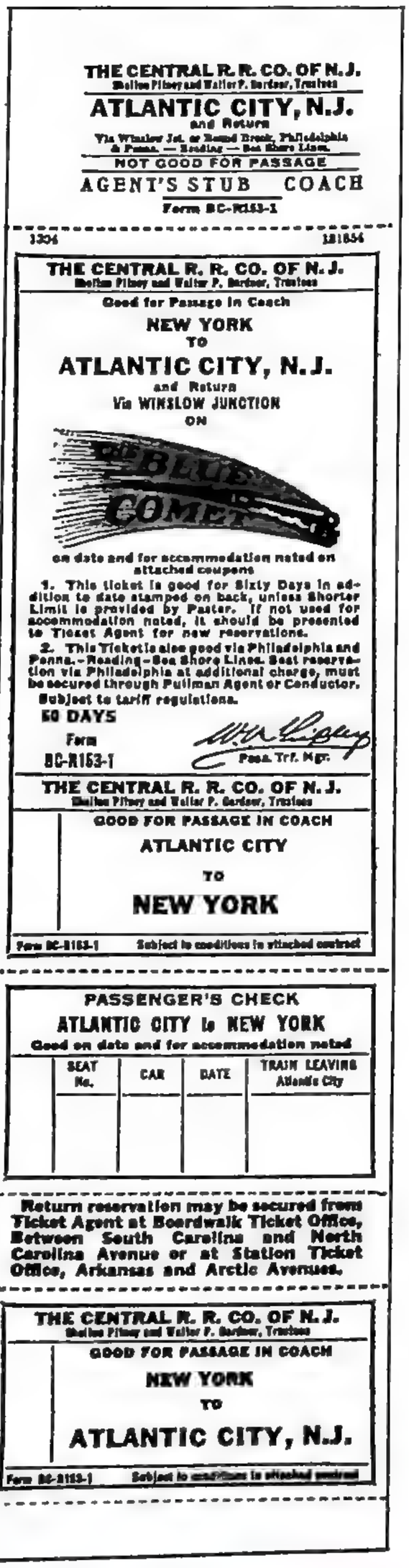
NEW YORK — NEWARK

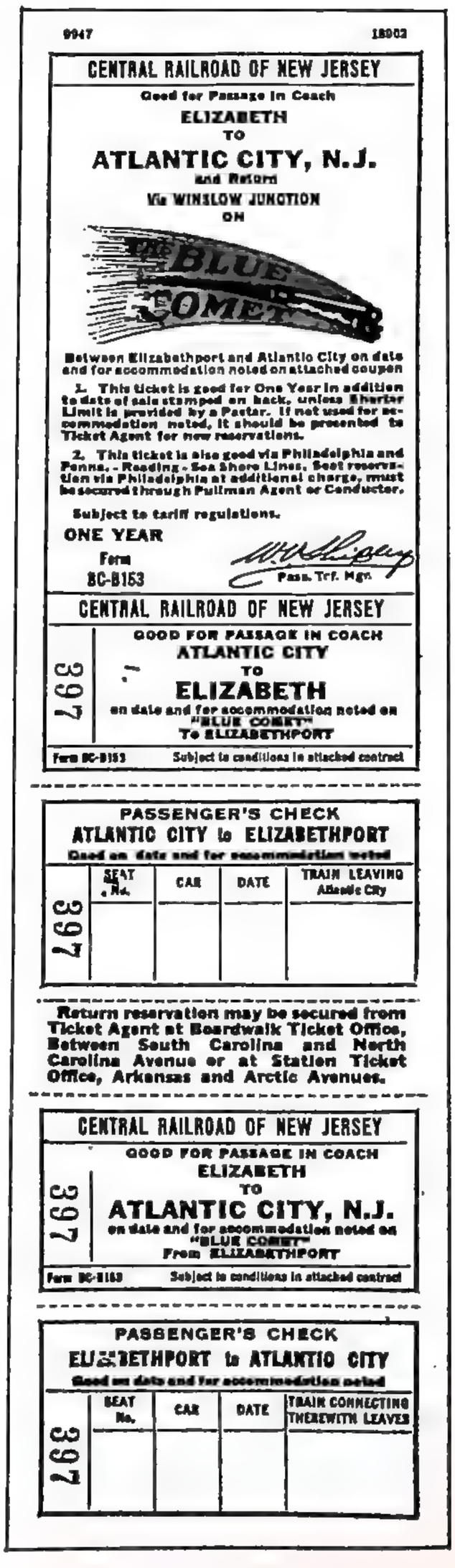
AND

LAKEWOOD — LAKEHURST
TOMS RIVER — BARNEGAT
ATLANTIC CITY

New Jersey Central

T. T. 103 (74A) 3rd Ed. 10-15-33 (5M) Order No. 17219


THE CENTRAL R. R. CO. OF N. J.
Shelton Pitney and Walter P. Gardner, Trustees
ATLANTIC CITY, N.J.
and Return
Via Winslow Jct. or Round Brook, Philadelphia & Penna. — Reading — Sea Shore Lines.
NOT GOOD FOR PASSAGE
AGENT'S STUB COACH
Form BC-R153-1
1334 181854
THE CENTRAL R. R. CO. OF N. J.
Shelton Pitney and Walter P. Gardner, Trustees
Good for Passage in Coach
NEW YORK
TO
ATLANTIC CITY, N.J.
and Return
Via WINSLOW JUNCTION
ON
the BLUE COMET
on date and for accommodation noted on attached coupon
1. This ticket is good for Sixty Days in addition to date stamped on back, unless Shorter Limit is provided by Paster. If not used for accommodation noted, it should be presented to Ticket Agent for new reservations.
2. This Ticket is also good via Philadelphia and Penna.-Reading-Sea Shore Lines. Seat reservation via Philadelphia at additional charge, must be secured through Pullman Agent or Conductor.
Subject to tariff regulations.
60 DAYS
Form BC-R153-1
Pass. Trf. Mgr.
THE CENTRAL R. R. CO. OF N. J.
Shelton Pitney and Walter P. Gardner, Trustees
GOOD FOR PASSAGE IN COACH
ATLANTIC CITY
TO
NEW YORK
Form BC-R153-1 Subject to conditions in attached contract
PASSENGER'S CHECK
ATLANTIC CITY to NEW YORK
Good on date and for accommodation noted
SEAT No. | CAR | DATE | TRAIN LEAVING Atlantic City
Return reservation may be secured from Ticket Agent at Boardwalk Ticket Office, Between South Carolina and North Carolina Avenue or at Station Ticket Office, Arkansas and Arctic Avenues.
THE CENTRAL R. R. CO. OF N. J.
Shelton Pitney and Walter P. Gardner, Trustees
GOOD FOR PASSAGE IN COACH
NEW YORK
TO
ATLANTIC CITY, N.J.
Form BC-R153-1 Subject to conditions in attached contract


9947 18003
CENTRAL RAILROAD OF NEW JERSEY
Good for Passage in Coach
ELIZABETH
TO
ATLANTIC CITY, N.J.
and Return
Via WINSLOW JUNCTION
ON
the BLUE COMET
Between Elizabethport and Atlantic City on date and for accommodation noted on attached coupon
1. This ticket is good for One Year in addition to date of sale stamped on back, unless Shorter Limit is provided by a Paster. If not used for accommodation noted, it should be presented to Ticket Agent for new reservations.
2. This ticket is also good via Philadelphia and Penna. - Reading - Sea Shore Lines. Seat reservation via Philadelphia at additional charge, must be secured through Pullman Agent or Conductor.
Subject to tariff regulations.
ONE YEAR
Form BC-B153
Pass. Trf. Mgr.
CENTRAL RAILROAD OF NEW JERSEY
397
GOOD FOR PASSAGE IN COACH
ATLANTIC CITY
TO
ELIZABETH
on date and for accommodation noted on "BLUE COMET" To ELIZABETHPORT
Form BC-B153 Subject to conditions in attached contract
PASSENGER'S CHECK
ATLANTIC CITY to ELIZABETHPORT
Good on date and for accommodation noted
397
SEAT No. | CAR | DATE | TRAIN LEAVING Atlantic City
Return reservation may be secured from Ticket Agent at Boardwalk Ticket Office, Between South Carolina and North Carolina Avenue or at Station Ticket Office, Arkansas and Arctic Avenues.
CENTRAL RAILROAD OF NEW JERSEY
397
GOOD FOR PASSAGE IN COACH
ELIZABETH
TO
ATLANTIC CITY, N.J.
on date and for accommodation noted on "BLUE COMET" From ELIZABETHPORT
Form BC-B153 Subject to conditions in attached contract
PASSENGER'S CHECK
ELIZABETHPORT to ATLANTIC CITY
Good on date and for accommodation noted
397
SEAT No. | CAR | DATE | TRAIN CONNECTING THEREWITH LEAVES

Effective April 24 to June 25 1938, Incl.
(Subject to Change)

New York and Atlantic City

Connecting Trains via Philadelphia

Take Philadelphia Subway between Reading Terminal and Market St. Wharf. Allow 20 minutes for trip: fare 5 cents.

THIS TIME TABLE is printed in DAYLIGHT SAVING TIME for the convenience of our patrons. EASTERN STANDARD TIME is one hour earlier.

HOLIDAYS—May 30, July 4, and Sept. 5 are considered holidays.

DAYLIGHT SAVING TIME

WEEKDAYS EXCEPT HOLIDAYS FROM NEW YORK

Leave NEW YORK		Arrive Phila., Reading Terminal	Leave Phila., Market St. Wharf	Arrive Atlantic City
West 23d Street	Liberty Street			
e8 10	e9 20	e11 17	e11 55	e1 18
k9 45	k10 00	k11 50	k12 15	k1 25
k10 30	k10 45	k12 48	k1 15	k2 38
12 05	12 15	2 17	4 00	5 00
k12 45	k1 00	k3 00	k4 00	k5 00
2 25	2 35	4 48	5 00	6 15
2 45	3 00	5 00	6 00	7 15
5 45	6 00	8 10	8 58	10 15
....	11 56	2 10	4 40	6 20
....	....	....	....	....
....	....	....	....	....

SUNDAYS AND HOLIDAYS

8 10	9 20	11 19	12 15	1 25
10 30	10 45	12 35	2 15	3 35
5 25	5 38	7 35	8 58	10 15
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....

WEEKDAYS EXCEPT HOLIDAYS TO NEW YORK

Leave Atlantic City	Arrive Phila., Market St. Wharf	Leave Phila., Reading Terminal	Arrive NEW YORK	
			Liberty Street	West 23d Street
6 50	8 06	9 00	11 00	11 12
8 10	9 10	10 00	12 00	12 12
8 25	9 45	10 25	12 30	12 42
11 35	12 55	1 50	3 42	3 54
1 45	3 00	4 00	6 00	6 12
4 28	5 46	6 50	8 56	....
10 30	11 45	1 01	3 48	....

SUNDAYS AND HOLIDAYS

+9 30	+10 50	+12 00	+2 00	+2 12
1 45	3 00	3 25	5 24	5 36
4 00	5 20	6 00	8 16	8 28
6 30	7 40	8 42	10 42	....
7 30	8 40	9 00	11 25	....

A.M. time in light type.
P.M. time in heavy type.
k—Saturdays only.
+—Will run Sunday only.
e—Except Saturdays.

*TOP LEFT and BELOW: Souvenir menu from last trip of the **Blue Comet**. Collection of E. Lewis Pardee. TOP RIGHT: Reading-CNJ connecting service schedule showing trains New York to Atlantic City via Philadelphia connections. Service was slower and more cumbersome than PRR connecting service. Collection of Joel Rosenbaum. BOTTOM RIGHT: CNJ **Blue Comet** ticket, printed on red stock. Collection of Tom Gallo.*

NEW YORK DIVISION

THE RAILROAD ENTHUSIASTS, Inc.

SOUVENIR MENU

FAREWELL TRIP

OF THE

THE BLUE COMET
NEW YORK AND ATLANTIC CITY

SATURDAY, SEPT. 27, 1941

This is a souvenir of your trip on the Farewell Run of the "Blue Comet". Keep this menu as a memento of one of America's great trains, that earned its reputation as the "Seashore's Finest Train" through 12 years of splendid service between New York and Atlantic City.

The "Blue Comet"

"SEASHORE'S FINEST TRAIN"

1929-1941

$1.00

Olives and Gherkins

Vegetable Soup Tomato Juice Fruit Cup

Filet of Flounder Tartar Sauce

Roast Prime Rib of Beef au Jus

Broiled Half Young Chicken, Currant Jelly

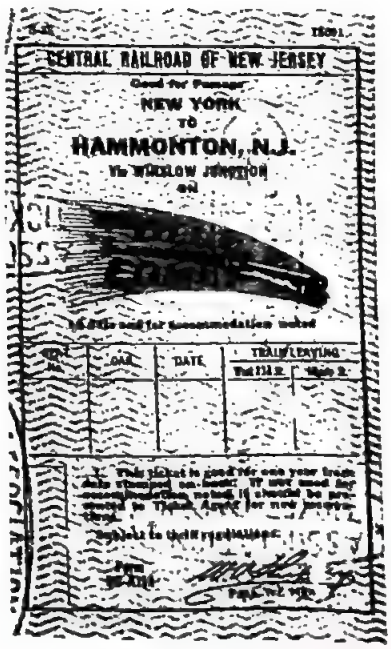
French Fried or Mashed Potatoes Stewed Corn or June Peas

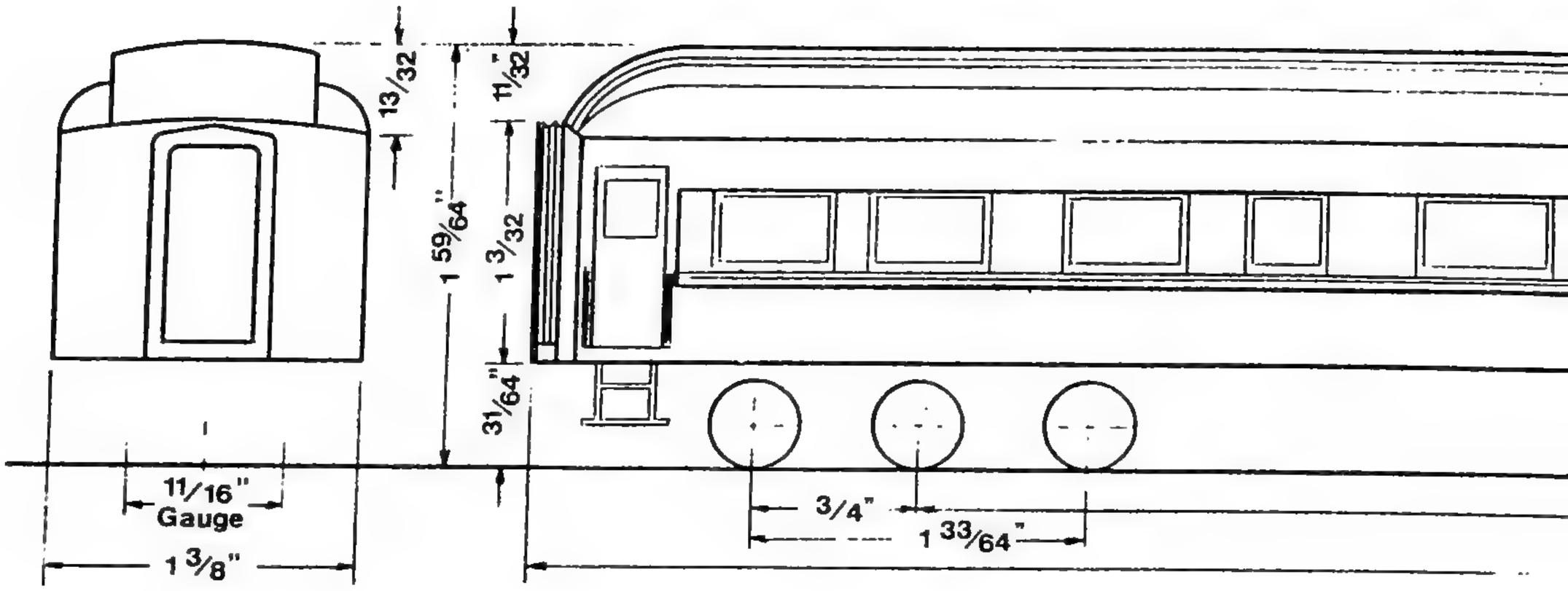
Rolls

Lettuce and Tomato Salad French Dressing

Ice Cream and Cake Apple Pie with Cheese

Coffee Tea Milk

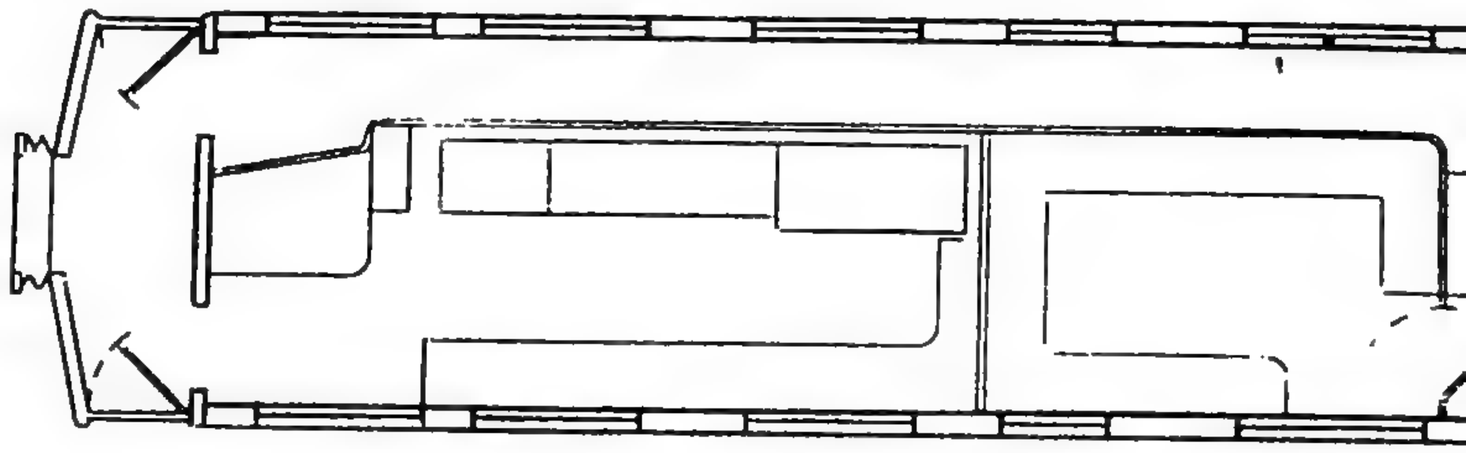


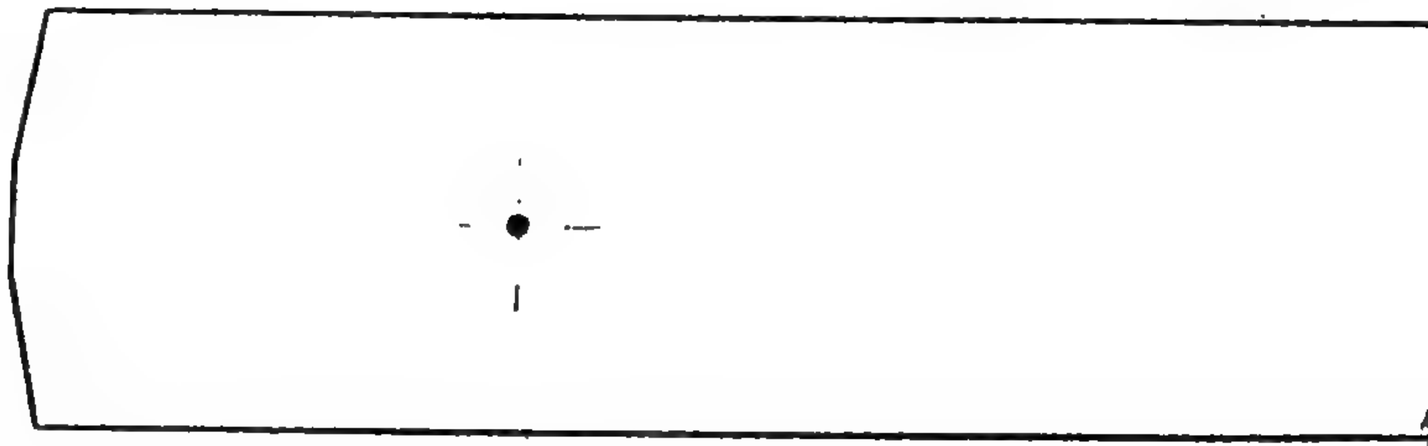


BLUE COMET
Dining Car

GIACOBINI

Exact HO Scale.

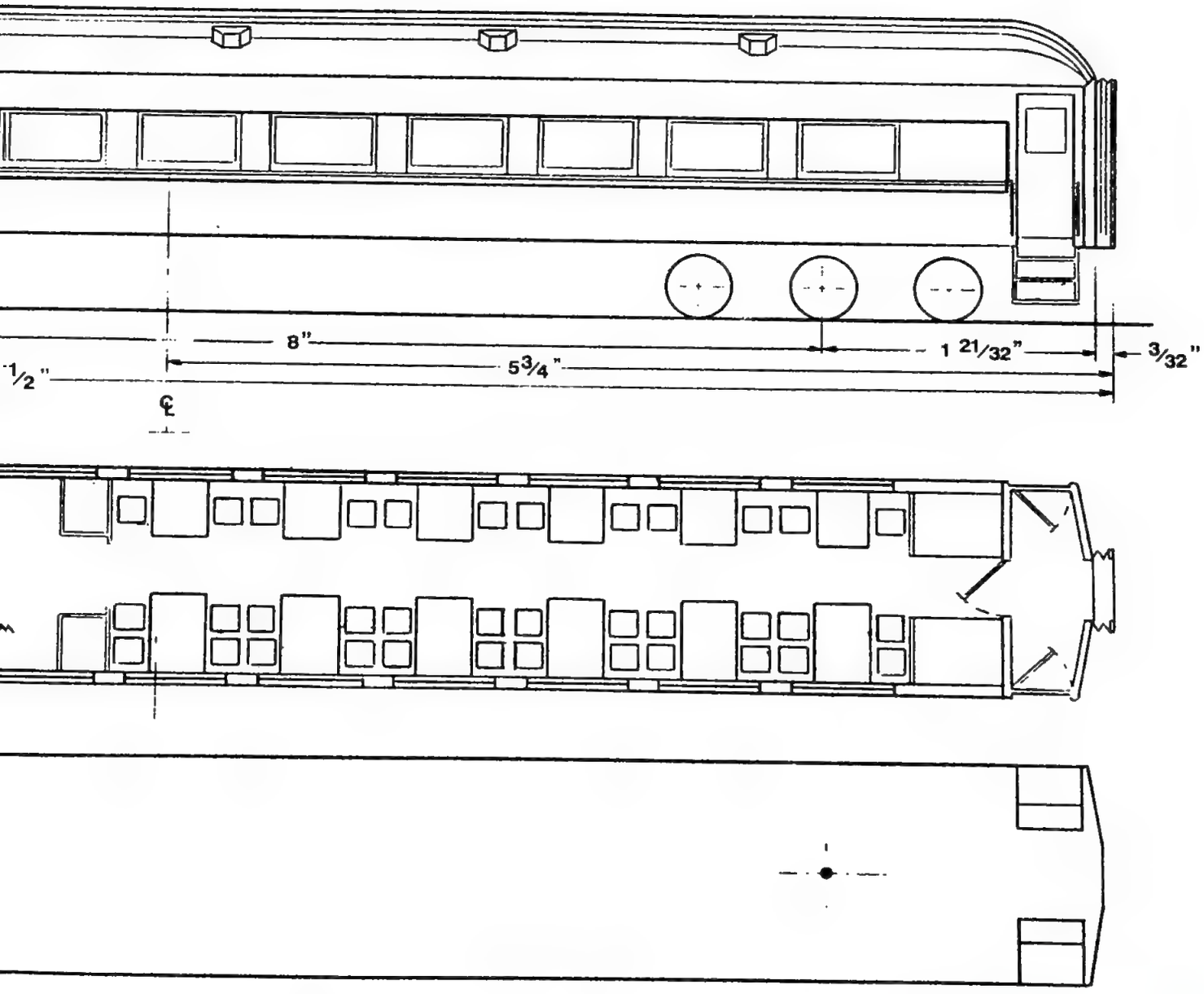




NOTE:
All dimensions to nearest 1/64".

ABOVE: Drawing of Blue Comet dining car Giacobini, reproduced in exact HO Scale. All dimensions to nearest 1/64". Collection of Joel Rosenbaum.

RIGHT: Blue Comet diner Giacobini, seen at Atlantic City, New Jersey, on January 26, 1936. Giacobini was built as CNJ Cafe Car No. 81; was modified for Blue Comet service as a full diner. Steel sheeting was applied to the car's wooden sides, but the truss rods and turnbuckles belie its 19th century heritage. Photo by George E. Votava.


8"
1 21/32"
3/32"
5 3/4"
1/2"
℄

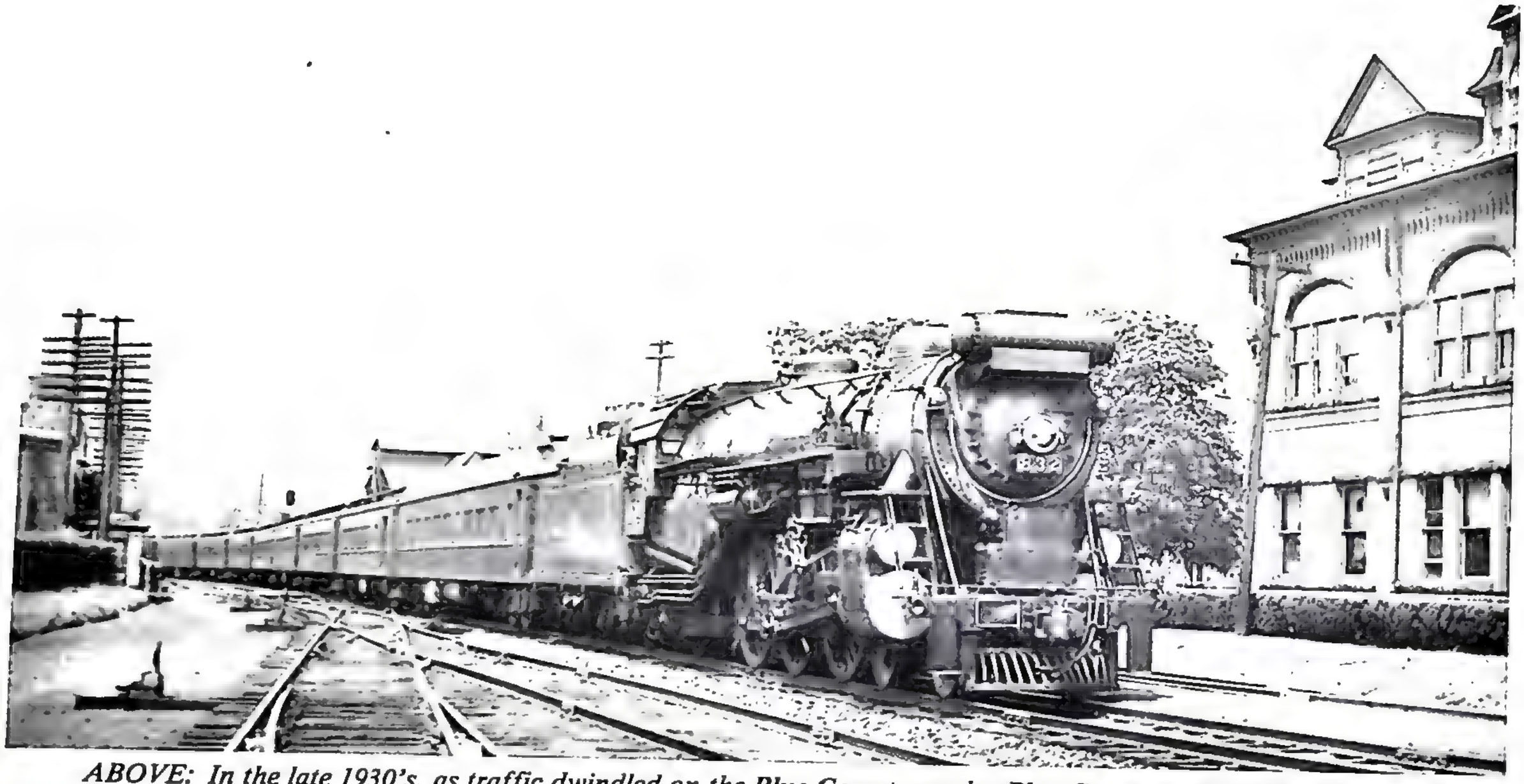
A BLUE COMET ALBUM

The Blue Comet blasts out of Communipaw, New Jersey, just a mile out of Jersey City Terminal, en route to Atlantic City. G-3s Pacific No. 833 leads the eight-car train on November 14, 1937.

Photo by George E. Votava.

Southbound six-car ***Blue Comet*** *passes the Raritan River Rail Road interchange tracks, just south of South Amboy, New Jersey, on May 27, 1938.*
Photo by George E. Votava.

BELOW: A southbound, 8-car ***Blue Comet*** *at Lakehurst, New Jersey, November 13, 1938. The train's consist was not always solid* ***Blue Comet*** *livery; note standard CNJ baggage car behind locomotive 832.*
Photo by George E. Votava.

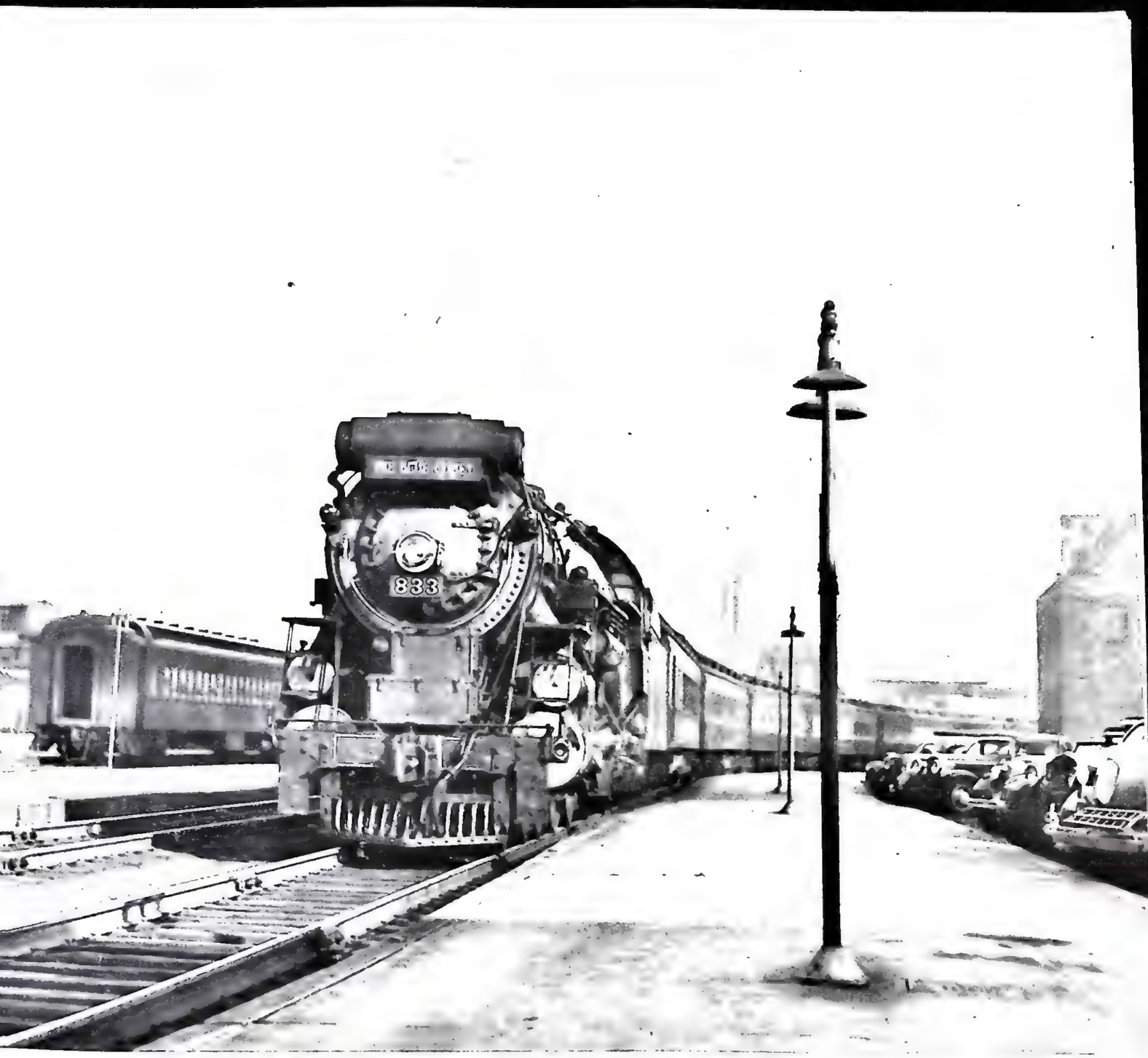


ABOVE: In the late 1930's, as traffic dwindled on the **Blue Comet**, *surplus* **Blue Comet** *Pacifics were assigned other chores. Here, No. 832 is pulling Train 3313 southbound into Long Branch station, on a Saturday Jersey City-Bay Head run. Note that* **Blue Comet** *nameboard has been covered over.*

Photo by George E. Votava, July 24, 1937.

BELOW: ***The Blue Comet*** *with engine 832 rolling through the Pine Barrens of southern New Jersey.*

Collection of Tom Gallo.



The Blue Comet is poised for its afternoon departure from Atlantic City on April 23, 1938. No. 833 is on the point of a mixture of Blue Comet and regular CNJ equipment. *Collection of Joel Rosenbaum.*

ABOVE: A six-car ***Blue Comet,*** *Train 4253, arrives Atlantic City on a bright August 30, 1936. Train consist is the "classic"* ***Blue Comet*** *makeup of full baggage car, combine, coaches, diner* ***Giacobini,*** *and observation car.*
Photo by George E. Votava.

BELOW: The ***Blue Comet*** *pauses at Red Bank station, c1935.*
Jack Raymus collection.

ABOVE: Various types of Camelback locomotives were occasionally used in ***Blue Comet*** *service. Here, Atlantic-type No. 594 is seen at Atlantic City on July 17, 1938. The third car behind the locomotive is not in* ***Blue Comet*** *colors, as it is a Reading Company cafe car. Collection of Tom Gallo. RIGHT: Atlantic-type Camelback No. 592 is pulling the* ***Blue Comet*** *at Hammonton, New Jersey. This engine was known as the "Speed Queen" on the Jersey City-Philadelphia run. One of its special assignments was to dispatch photos of the Dempsey-Tunney fight at Philadelphia to New York; hitting speeds of 100 m.p.h. en route. Granville Thomas photo; collection of Joel Rosenbaum. BELOW: Atlantic-typeCamelback 592 at Hammonton, New Jersey, pulling the* ***Blue Comet.*** *Collection of E. Lewis Pardee.*

ABOVE: The wreck of the **Blue Comet** *at Chatsworth, New Jersey on August 19, 1939 was the most serious accident involving the train. Here, coaches lie at various angles following the derailment. CNJ Pacific No. 820, and Engineer Thomas were assigned to the* **Blue Comet** *on that fateful day. Collection of Tom Gallo.*

BELOW: Most of the injured passengers were in the observation car. They were injured by flying wicker chairs when the train hit a washout. Only 49 passengers were aboard the train that day. Collection of Tom Gallo.

New York-Atlantic City train 1073, the Sea Plane, roars through Osage, New Jersey, 10.2 miles east of Camden, on October 7, 1952. This train carried a parlor car behind K-4 5459. Osage station was located on Somerdale Road, one block from the present Echelon Mall, built many years after this photo was taken.

Photo by R. L. Long.

THE ROUTE OF THE *NELLIE BLY*
Pennsy's Atlantic City Service

The Pennsylvania Railroad had a number of distinct advantages over the Jersey Central Atlantic City rail passenger service at the time the *Blue Comet* was placed into service. The Pennsylvania provided direct service to mid-Manhattan via the Hudson River Tunnels. The PRR also provided frequent Atlantic City connecting service from New York City at its North Philadelphia station, and unlike the Jersey Central-Reading advertised connecting trains from Jersey City, the PRR trains made connections at the same station. The PRR also offered through coaches and club cars on its Pittsburgh to Atlantic City *Sea Gull*. The *Sea Gull* also carried through Pullmans from Pittsburgh, Chicago, Akron, Cincinnati, Cleveland and Wheeling to Atlantic City. The June 30, 1929 *Official Guide* also listed a through *Washington and Atlantic City Express*, departing Washington, D.C. at 1:30 p.m. and arriving Atlantic City at 6:50 p.m. Buffet parlor cars and coaches were carried in each direction on weekdays, and parlor and dining cars as well as coaches were carried on Sundays. At North Philadelphia, the PRR provided fast connecting service to Atlantic City for passengers coming up from the south and west. At Pennsylvania Station, New York, passengers bound for Atlantic City from New England points had their choice of taking a through train from New York City or making connections at North Philadelphia.

On Friday nights an all-parlor car extra-fare train, the *Atlantic City Limited*, departed Pennsylvania Station, New York for Atlantic City. On Sundays the all-parlor car extra-fare *New York Limited* departed Atlantic City for Manhattan. Best known of all the PRR New York-Atlantic City trains was the *Nelly Bly*. The Pennsylvania Railroad named this train after the famous *New York World* reporter Elizabeth Cochran, who wrote under the pen name of Nellie Bly. Ms. Cochran made an around-the-world dash to beat the record of Jules Verne's ficticious Mr. Fogg in *Around the World in 80 Days*. The reporter accomplished the trip in 1899 in 72 days, 6 hours, 11 minutes and 14 seconds. The last 951 miles from Chicago to Jersey City were made on the Pennsylvania Railroad.

Despite all the advantages the PRR seemed to have over the Jersey Central passenger service to Atlantic City, the inauguration of the *Blue Comet* must have caused some concern to the PRR passenger department. Mr. Harry L. Hampton, who retired from the PRR in 1961 as a conductor on the PRR's New York to Atlantic City trains, recalls being sent to Jersey City and Elizabethport on special-duty work for the purpose of observing the number of passengers boarding and leaving the train there, as well as the amount of hand and trucked baggage being handled by the *Blue Comet*. Mr. Hampton interviewed some of the passengers who rode

the *Blue Comet*, and was told by a number of patrons that the trip to Atlantic City was made more enjoyable by the ferry ride across the Hudson river.

Mr. Hampton has thoughtfully set down his experiences as a conductor on the PRR New York-Atlantic City trains during the time they were in competition with Jersey Central's *Blue Comet*:

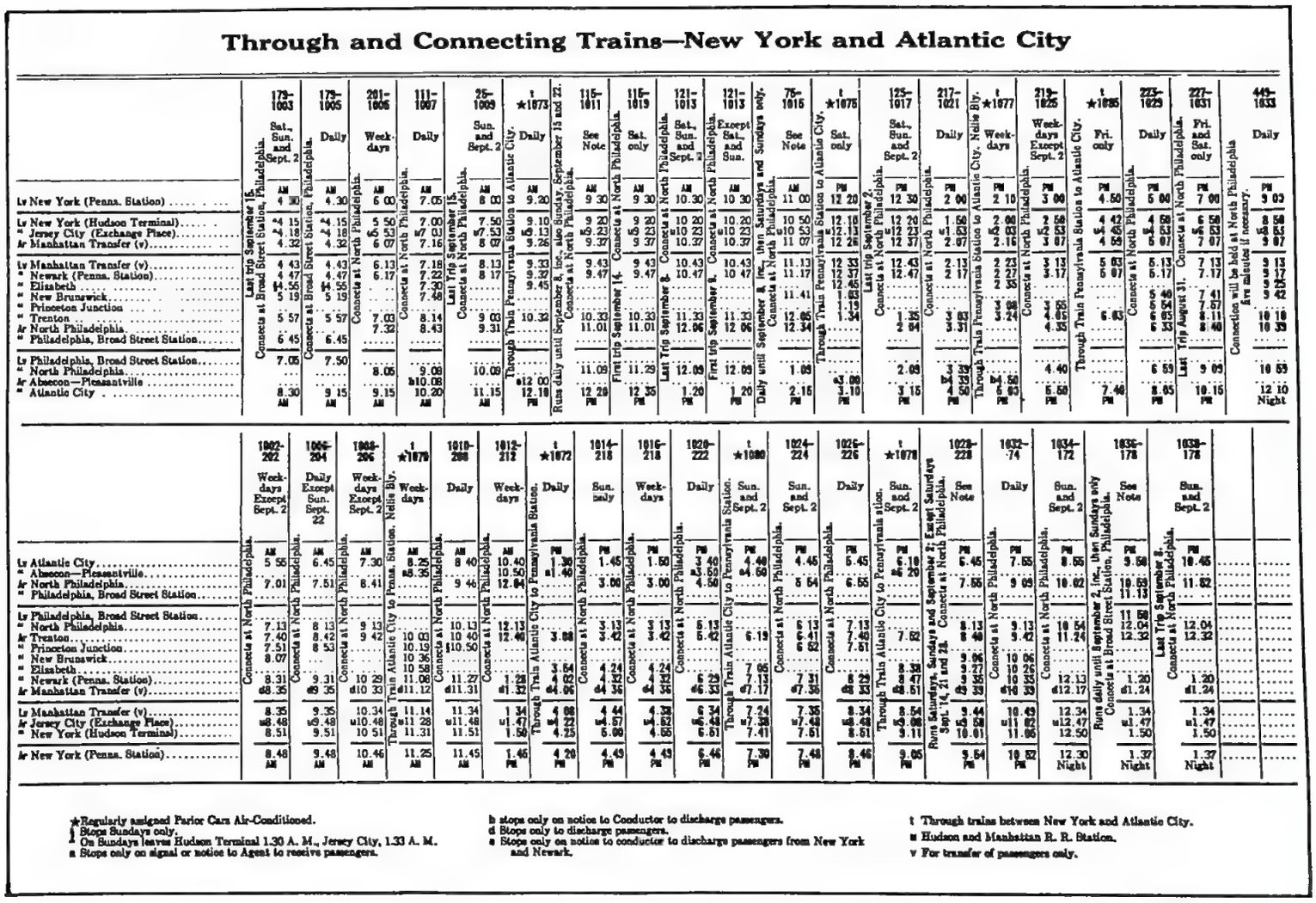
The trains scheduled to Atlantic City on both railroads were always in top place as "King of the Road", in fact, praised more than the *Broadway Limited*. That image melted with completion of modern roads, the New Jersey Turnpike, and the Garden State Parkway.

On the Pennsylvania Railroad, the trains had various make-ups of equipment, and on Fridays, when the regular train (No. 1083, the *Atlantic City Limited*) departed, it was made up as an all-Pullman car train of 15 parlors, often with an additional section. The weight of these trains, with 85-ton parlors, required an engine on the rear leaving Trenton to help up the grade as far as Broad Street and/or Lalor Street, along the canal. It was single track from Trenton to Bordentown, with a speed limit of 15 m.p.h. over the "S" curved bridge over Crosswicks Creek, just prior to passing Bordentown Tower. It was double track from that point south all the way, except for the connection from Delair Tower to the junction with the PRSL, which came over the Delair Bridge from Frankford Junction. The all-parlor car train from New York on Fridays returned from Atlantic City to New York on Sundays as train 1074, the *New York Limited*. All of the trains arriving in Atlantic City arrived on No. 1 track, which was protected from the street by huge sliding iron gates, which were opened upon train arrival to allow passengers to board waiting buses and taxis for transportation to various hotels.

Under operating rules of railroads in the Eastern United States, an eastbound first class train has preference over westbound trains of the same class on single track; but an exception was made for the Atlantic City trains on the aforementioned single track between Trenton and Bordentown. This was so noted in the timetable that certain trains might be affected, and it gave trains bound for Atlantic City the so-called right of track. If the eastbound New York train was late at Bordentown, it had to remain there until the arrival and passing of the westbound train for Atlantic City. This prevented having to hold the Atlantic City train at Trenton.

The runs from New York to Atlantic City were not very desirable to the train crews, as they were a little less than 150 miles each way, and compensation for trainmen was a local day's pay, and making the round trip every other day for the two crews involved was not too rewarding on pay day.

Double-headed PRSL train is seen at Atlantic City on June 19, 1937. Pennsy K-4 389 leads a similar PRSL Pacific. Note the PRR GG1 electric at right, undoubtedly on display. The PRR operated frequent service from New York to North Philadelphia, connecting there with Penn-Reading Seashore Lines trains for Atlantic City. Collection of Joel Rosenbaum.



Through and Connecting Trains—New York and Atlantic City

	173-1003	175-1005	201-1005	111-1007	25-1009	★1873	115-1011	115-1019	121-1013	121-1013	75-1015	★1675	125-1017	217-1021	★1677	217-1025	★1935	223-1025	227-1031	445-1033
	Sat., Sun. and Sept. 2	Daily	Week-days	Daily	Sun. and Sept. 2	Daily	See Note	Sat. only	Sat., Sun. and Sept. 2	Except Sat. and Sun.	See Note	Sat. only	Sat., Sun. and Sept. 2	Daily	Week-days	Week-days Except Sept. 2	Fri. only	Daily	Fri. and Sat. only	Daily
Lv New York (Penna. Station)	4 30	4 30	6 00	7 05	8 03	9 20	9 30	9 30	10 30	10 30	11 00	12 20	12 30	2 00	2 10	3 00	4 50	5 00	7 00	9 03
Lv New York (Hudson Terminal)	4 15	4 15	5 45	7 00	7 52	9 10	9 20	9 20	10 20	10 20	10 56	12 10	12 20	1 55	2 06	2 56	4 43	4 54	6 56	8 56
" Jersey City (Exchange Place)	4 18	4 18	5 48	7 01	7 55	9 13	9 23	9 23	10 23	10 23	10 59	12 13	12 23	1 58	2 09	2 59	4 46	4 57	6 59	8 59
Ar Manhattan Transfer (v)	4 32	4 32	6 07	7 16	8 07	9 26	9 36	9 36	10 36	10 36	11 13	12 26	12 36	2 07	2 23	3 13	5 00	5 13	7 13	9 13
Lv Manhattan Transfer (v)	4 43	4 43	6 13	7 18	8 13	9 33	9 43	9 43	10 43	10 43	11 13	12 33	12 43	2 13	2 23	3 13	5 03	5 13	7 13	9 13
" Newark (Penna. Station)	4 47	4 47	6 17	7 22	8 17	9 37	9 47	9 47	10 47	10 47	11 17	12 37	12 47	2 17	2 27	3 17	5 07	5 17	7 17	9 17
" Elizabeth	4 56	4 56		7 30		9 45					11 41	12 45			2 38				7 41	9 42
" New Brunswick	5 19	5 19		7 48								1 03								
" Princeton Junction												1 15								
" Trenton	5 57		7 03	8 14	9 03	10 32	10 33	10 33	11 33	11 33	12 05	1 54	1 35	3 03	3 24	4 15	6 03	6 13	8 11	10 16
Ar North Philadelphia		7 32	8 43	9 31			11 01	11 01	12 06		12 34		2 04	3 31		4 45		5 43	8 40	10 39
" Philadelphia, Broad Street Station	6 45																			
Lv Philadelphia, Broad Street Station	7 05	7 50																		
" North Philadelphia			8 05	9 08	10 09		11 09	11 29	12 09	12 09	1 09		2 09			4 40		6 53		10 53
Ar Absecon—Pleasantville				b10 08																
" Atlantic City	8 30	9 15	9 15	10 20	11 15		12 28	12 35	1 20	1 20	2 15	3 10	3 15	4 50	5 03	5 50	7 46	8 05	10 15	12 10
																				Night

	1902-202	1004-204	1008-206	★1870	1010-208	1012-212	★1672	1014-218	1016-218	1020-222	★1080	1024-224	1026-226	★1678	1028-228	1032-74	1034-172	1036-178	1038-178		
	Week-days Except Sept. 2	Daily Except Sun. Sept. 22	Week-days Except Sept. 2	Week-days	Daily	Week-days	Daily	Sun. only	Week-days	Daily	Sun. and Sept. 2	Sun. and Sept. 2	Daily	Sun. and Sept. 2	See Note	Daily	Sun. and Sept. 2	See Note	Sun. and Sept. 2		
Lv Atlantic City	5 55	6 45	7 30	8 25	8 40	10 40	1 35	1 45	1 50	5 40	4 40	4 45	5 45	6 10	6 45	7 55	8 55	9 50	10 45		
" Absecon—Pleasantville				a8 35		10 50	a1 40			5 50				6 20							
Ar North Philadelphia	7 01	7 51	8 41		9 46	12 04		3 00	3 00	4 50	4 50	5 54	6 55		7 55	9 05	10 02	10 55	11 52		
" Philadelphia, Broad Street Station																		11 13			
Lv Philadelphia, Broad Street Station																		11 50			
" North Philadelphia	7 13	8 13	9 13		10 13	12 13		3 13	3 13	5 13		6 13	7 13		8 13	9 13	10 54	12 04	12 04		
Ar Trenton	7 40	8 42	9 42	10 03	10 40	12 40	3 08	3 42	3 42	5 42	6 19	6 41	7 48	7 82	8 40	9 42	11 24	12 32	12 32		
" Princeton Junction	7 51	8 53		10 19	a10 50								7 51								
" New Brunswick	8 07			10 36																	
" Elizabeth				10 58			3 54	4 24	4 24			7 13									
" Newark (Penna. Station)	8 31	9 31	10 29	11 08	11 27	1 28	4 08	4 52	4 52	6 52	7 05	7 31	8 34	8 58	9 27	10 26	12 13	1 20	1 20		
Ar Manhattan Transfer (v)	a8 35	d9 35	d10 33	d11 12	d11 31	d1 32	d4 06	d4 36	d4 36	d6 32	d7 17	d7 36	d8 34	d8 51	d9 39	d10 39	d12 17	d1 24	d1 24		
Lv Manhattan Transfer (v)	8 35	9 35	10 34	11 14	11 34	1 34	4 08	4 44	4 44	6 34	7 24	7 35	8 34	8 54	9 44	10 43	12 34	1 34	1 34		
Ar Jersey City (Exchange Place)	a8 48	a9 48	a10 48	a11 28	a11 48	a1 47	4 22	4 57	4 57	6 48	a7 38	7 48	a8 48	9 06	9 58	a11 57	a12 47	1 47	a1 47		
" New York (Hudson Terminal)	8 51	9 51	10 51	11 31	11 51	1 50	4 25	5 00	5 00	6 51	7 41	7 51	8 51	9 11	10 01	11 06	12 50	1 50	1 50		
Ar New York (Penna. Station)	8 48	9 48	10 46	11 25	11 45	1 46	4 20	4 49	4 49	6 46	7 30	7 48	8 46	9 05	9 54	10 52	12 30 Night	1 37 Night	1 37 Night		

★Regularly assigned Parlor Cars Air-Conditioned.
‖ Stops Sundays only.
a On Sundays leaves Hudson Terminal 1.30 A. M., Jersey City, 1.33 A. M.
a Stops only on signal or notice to Agent to receive passengers.
b stops only on notice to Conductor to discharge passengers.
d Stops only to discharge passengers.
e Stops only on notice to conductor to discharge passengers from New York and Newark.
t Through trains between New York and Atlantic City.
u Hudson and Manhattan R. R. Station.
v For transfer of passengers only.

Schedule showing through and connecting trains between New York and Atlantic City, via Pennsylvania Railroad and Penn-Reading Seashore Lines. From the June 23, 1935 PRR timetable Form 34, collection of Joel Rosenbaum.

Locally, the PRR had another advantage over the Jersey Central in the competition for the Atlantic City bound rail passenger. The PRR served the New Jersey population centers of Elizabeth, Newark, New Brunswick and Trenton on its New York-Atlantic City trains. The Jersey Central's *Blue Comet* passengers had to take connecting trains from Elizabeth and Newark to Elizabethport, and the other cities served by the PRR were not on the route of the *Blue Comet*. The knowledgeable traveler from Jersey Central mainline stations had the choice of making the *Blue Comet* connection at Elizabethport or getting off at Jersey Central's Elizabeth station and walking upstairs to the PRR station and catching the *Nellie Bly* or some other PRR train to Atlantic City.

By the late 1930's, the PRR spruced up its fleet of New York-Atlantic City trains with nautical sounding names. This included the *Sea Plane, Sea Clipper,* and the *Flying Spray*. Trains 1077 and 1070 however still carried the name *Nellie Bly*. The schedule of June 15, 1938 showed the *Nellie Bly* and the *Sea Plane* as carrying buffet parlor cars and coaches. The *Sea Clipper* and the *Flying Spray* carried parlor car , dining cars, and coaches.

PRR GG1 electric locomotives handled the trains between New York and Trenton. At Trenton, PRSL motive power took over, usually K-4 Pacifics from part owner PRR. In the final years, Baldwin roadswitvher diesels were used.

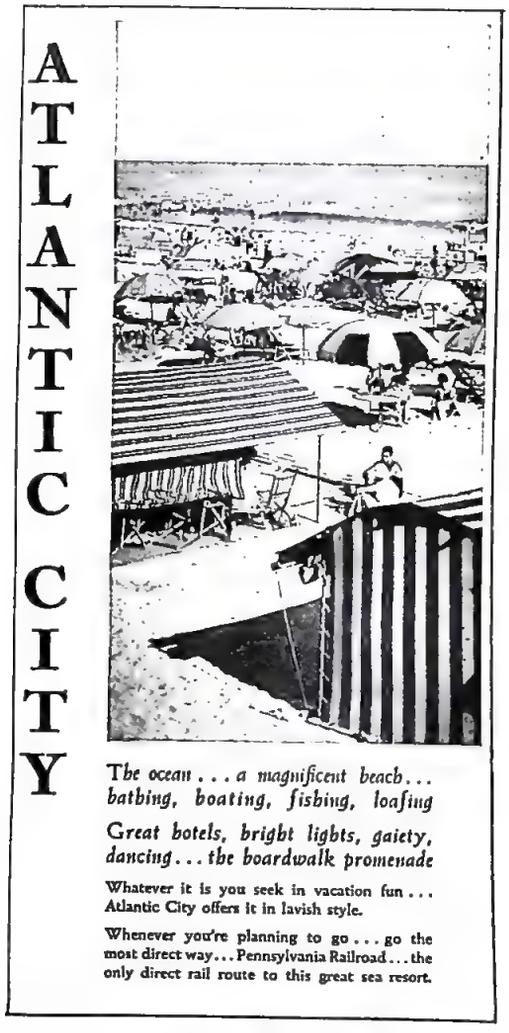
With the Jersey Central exiting the New York-Atlantic City passenger business with the last run of the *Blue Comet* on September 27, 1941, the PRR became the only railroad operating through service. Competition from better highways and buses began to cut into the PRR service. In July, 1955 through service between New York and Atlantic City was reduced to one round trip daily. At that time, these through trains were named *Nellie Bly*. The October 27, 1957 schedule showed this train leaving New York at 1:15 pm and departing Atlantic City at 9:50 am. A different schedule was run on Sundays and Holidays. The train carried a parlor buffet lounge and coaches. The *Jenny Lind* was the parlor buffet lounge usually assigned to the *Nellie Bly*. Parlor car service was gradually cut back until September 8, 1959 when all parlor car service was dropped. The *Nellie Bly* made its final run on April 20, 1961. The PRR, however, continued its connecting train service with the PRSL at North Philadelphia until October 1, 1969. Un-

Penn-Reading Seashore Lines train 1073 has a heavy Pennsy consist in tow leaving Haddonfield, New Jersey, on December 19, 1953. Note two heavyweight parlors behind the locomotive. *Photo by R. L. Long.*

til June 30, 1982, former PRSL trains continued to make connections with the Lindenwold High Speed Line from Philadelphia using Budd RDC's, providing connecting service from Lindenwold to Atlantic City. Passenger service has not been run to Atlantic City since that time due to deteriorated track conditions.

The introduction of casino gambling in Atlantic City has created a need for restored rail passenger service. Tentative plans call for starting service by September, 1985, with Resorts International financing the cost of a new $10 million rail terminal. Five express round trips would run from 30th Street Station in Philadelphia, and at least one round trip from New York to Atlantic City. This service would be operated by Amtrak, with running time from Philadelphia to Atlantic City 75 minutes, and from New York to Atlantic City 2 hours and 12 minutes. Four daily commuter runs would also be operated, most likely by **NJ Transit.**

Private developers, such as the Atlantic City Railway Company, have also expressed interest in restoring rail passenger service between New York and Atlantic City, via the old *Blue Comet* route.

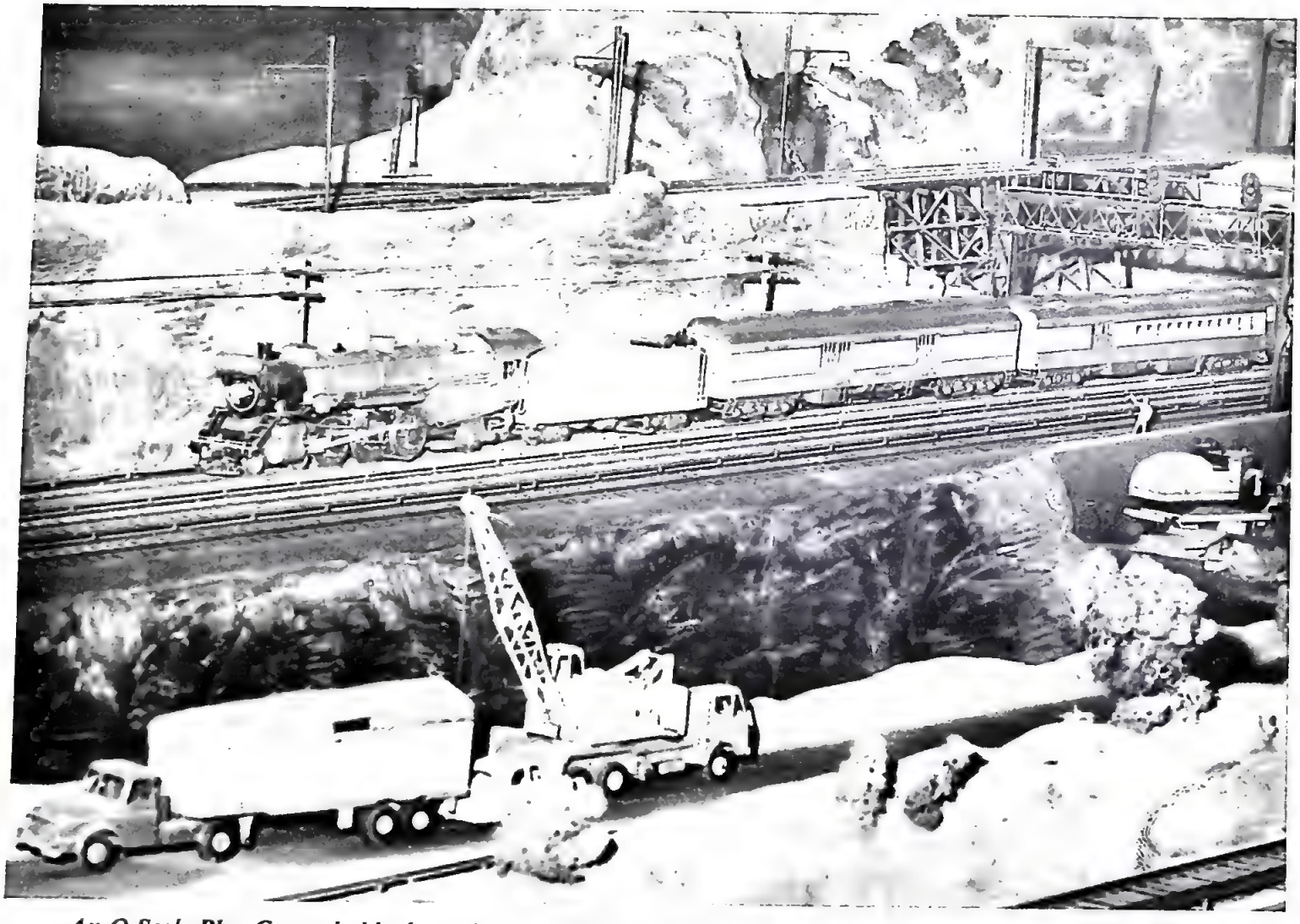

ATLANTIC CITY
The ocean . . . a magnificent beach . . . bathing, boating, fishing, loafing
Great hotels, bright lights, gaiety, dancing . . . the boardwalk promenade
Whatever it is you seek in vacation fun . . . Atlantic City offers it in lavish style.
Whenever you're planning to go . . . go the most direct way . . . Pennsylvania Railroad . . . the only direct rail route to this great sea resort.

ABOVE: The Nelly Bly, train 1077 at Trenton, New Jersey in March 1961, a few weeks before the end of service.
Photo by W. J. Coxey.

LEFT: Panel from a June, 1938 PRR timetable highlighting Atlantic City service.

BELOW: The Nelly Bly at Haddonfield, New Jersey, in July, 1955. Photographed on one of the rare occasions when the train sported a drumhead.
Photo by W. J. Coxey.

Creating the *Blue Comet* in Miniature



An O Scale Blue Comet holds the main at the Westfield Model RR Club in November, 1972.
Photo by Jack Raymus.

An Introduction

There are only a few traces that remain of the *Blue Comet*. Camelback locomotive 592, which occasionally pulled the *Blue Comet* is on display at the B&O Museum in Baltimore. Observation car 1178, the former *Blue Comet De Vico* is still in service as an **NJ Transit** track inspection car. The entire train, however, can be recreated in miniature form. The authors have provided instruction for creating an entire train in HO Scale in a series of six articles which appeared in **Railpace Newsmagazine** from February, 1983 through July, 1983. As a result of reader response and suggestion we have rebuilt some of the cars and revised some of the articles.

The modeling project is designed for the intermediate modeler, but we encourage anyone to try who would like to have a model of the train. The color mix for the Packard Blue and Jersey Cream were developed by the late Tom Shortall. Mr. Shortall obtained paint chips from an existing *Blue Comet* observation car to develop the correct color mixes.

In the first article on the locomotive, we go into detail about the relationship of Tom Shortall's colors to those suggested by the late Warren B. Crater. Shortall also suggested using a medicine dropper with a 1/8 hole for mixing the *Blue Comet* color combinations.

An airbrush is a necessity for the project. An inexpensive one can be obtained from your local hobby retailer for under $20. Use an airbrush in a well-ventilated area and keep all paints and small parts away from young children.

Most of the parts listed can be ordered through your local model railroad shop from the Walthers catalog, which we suggest you obtain. For a price list and ordering information for the three J-C Models kits used in

this project, send a self-addressed stamped envelope to J-C Models, PO Box 30111, Cincinnati, Ohio 45230. The current price of the Clover House Dry Transfers which were used to letter our *Blue Comet* can be obtained by sending a self-addressed stamped envelope to Clover House, PO Box 62, Sebastopol, California 95472. Clover House provides gold striping to apply to the bottom edge of the a cars. Toward the end of service, this striping disappeared. We did not include the striping on our passenger car models.

For cut-out drumheads, you may wish to obtain the May, 1983 issue of **Railpace Newsmagazine** which includes two HO Scale drumheads in color on page 21. Tomar Industries also puts out a lighted drumhead for the *Blue Comet*. We note from photographic evidence that the drumheads appeared in two forms, with one the exact color reverse of the other.

We have used a J-C Models kit for the Combine-smoker in this publication, however for a simpler conversion you may refer to the February, 1983 issue of **Railpace Newsmagazine** in which a Life-Like brand Circus Combine was kitbashed into a *Blue Comet* combine.

The entire model *Blue Comet* is designed to operate on short-radius curves, and for that reason we have made a number of modifications to the cars. We have been careful to indicate where we have differed from the prototype. We suggest removing the center sill from vestibule windows of the J-C Models kits for prototypical appearance.

Prototype plans have been provided for the Baggage, Combine, Coach, and Observation for those who desire to scratchbuild an entire train. HO Scale plans are provided for the diner, as it must be scratchbuilt.

Car Interiors and Details

Interior detail plans are provided for each car for creating the interiors in miniature. These will be found on the following pages, except the diner interior, which is reproduced in exact HO scale on the centerspread; pages 30-31.

All listed part numbers are from the *Walthers 1983 HO Catalog and Craft Train Reference Manual.* A useful reference for the project is Kalmbach Books soft-cover publication, *Building Plastic Railroad Models,* by Robert Schleicher. Useful information on airbrushing methods is also detailed in this book.

A *Blue Comet* bus can be modeled in HO Scale using a Pirate Models Ltd. 1930 Mack BK Interstate Coach. This is Walthers Catalog number 559J354. While this is not an exact replica, it is close in appearance. A complete set of *Blue Comet* passenger car kits in S Scale is available from TrainStuff, 2821 Asbury Avenue, Wayside, NJ 07712.

Creating the *Blue Comet* Colors

The late Tom Shortall of South Bound Brook, New Jersey who owned J-C Models at one time, developed the proper Floquil paint mixes for both Jersey Cream and Packard Blue by obtaining paint chips from a *Blue Comet* observation car.

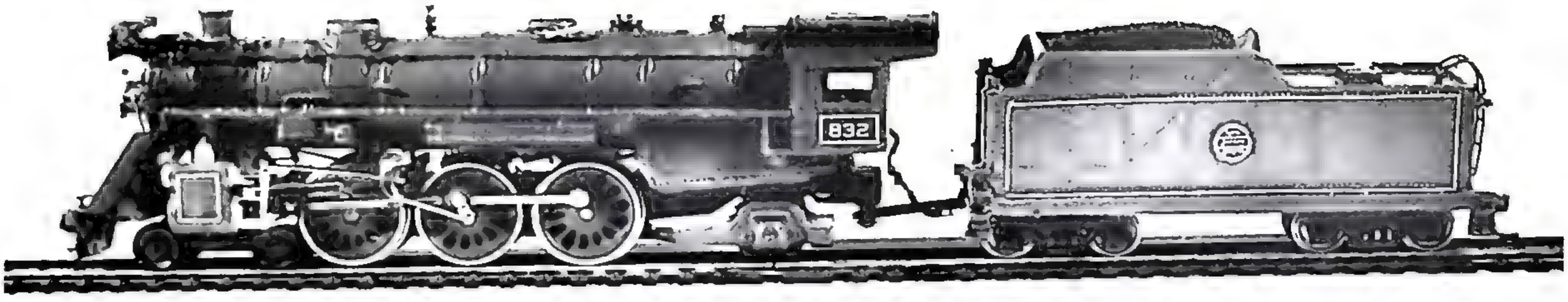
The Jersey Cream mix is made by adding 20 drops of Floquil Reefer Yellow to 200 drops of Floquil Reefer White; a 1:10 ratio. For the drops, use a medicine dropper with a 1/8 inch hole, available at your local drug store. To airbrush one car, you will need about double the amount indicated above. Therefore, 40 drops of Reefer Yellow and 400 drops of Reefer White will make enough paint to do one passenger car. Before airbrushing, add about 20% of the total mixture in the form of Dio-Sol, and mix thoroughly before airbrushing. One of the secrets of multicolor painting is to apply the lightest color first, and make the final coat the darkest one. Since Packard Blue and Dark Blue will easily cover up Jersey Cream, no masking is yet required. Cover each side of the model with several light coats of Jersey Cream and allow it to dry thoroughly for 48 hours.

To make up Packard Blue, mix 20 drops Floquil Reefer White with 200 drops Floquil Light Blue, again, a 1:10 ratio. About twice this volume will do one car. Again, add 20% Floquil Dio-Sol after the mixture is made, and add another 5% Glaze for airbrushing, and to provide better decal adhesion.

Floquil Dark Blue is commercially available, and should be applied as the final color.

Converting Dry Transfer Sets Into Decals

Clover House Dry Transfers were converted to decals by rubbing them onto clear decal film and overspraying with Testor's brand Glosscote. After drying, the decals are cut apart and applied as needed. Use Walthers Solvaset for snug decal fit, especially around rivet details. Allow the decals two days to thoroughly dry, then airbrush with a mix of 80% Floquil Crystal Coat and 20% Floquil Dio-Sol. A thick coat of this spray offers greatest decal protection.



HO Scale model of Blue Comet Pacific 832, built by Joel Rosenbaum. *Photo by Tom Nemeth.*

Creating the Locomotive

For our model of the *Blue Comet* locomotive we selected Mantua's HO Scale Pacific in the ready-to-run option. The loco is also available in kit form for those who desire to make extensive modifications. While this HO Scale model is not an exact replica of the Jersey Central *Blue Comet* Pacifics, we selected this model for the following reasons: it is reasonably priced, is carried by most hobby shops, has the power to pull a string of *Blue Comet* passenger cars (which are quite heavy due to interior detail and Central Valley trucks), the loco can negotiate 18-inch radius curves, it requires only the loosening of several screws to disassemble for painting, and replacement parts are readily available and inexpensive. When detailed, the model makes a nice approximation of a prototype CNJ *Blue Comet* locomotive.

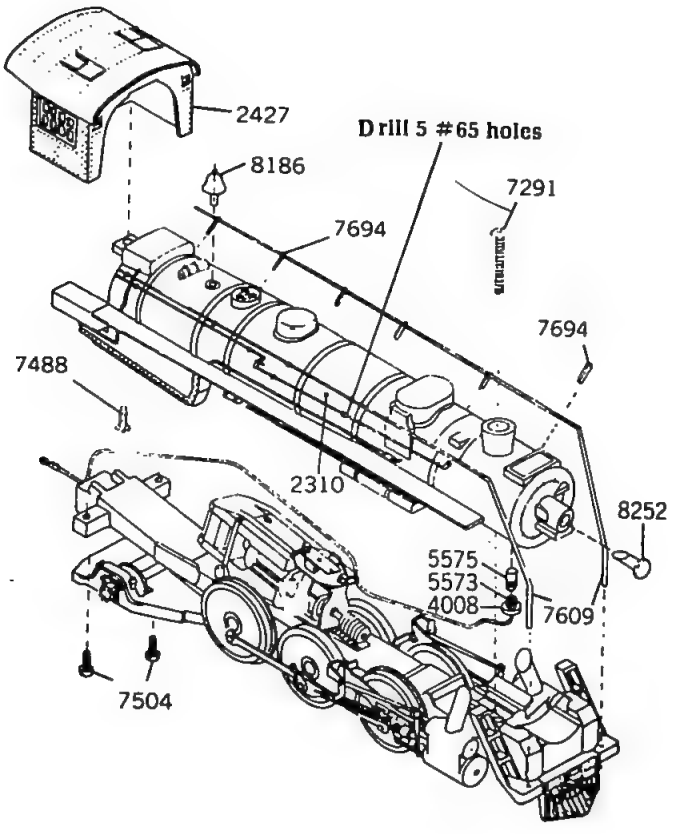
We first unscrewed the tender from the engine, then unscrewed the cab, boiler, and pilot. The diagram on the page opposite shows an expolded view of the engine and location of most of the screws. The screw holding the pilot to the underframe is just underneath the boiler. We suggest you tape the screws to a 3x5 index card and label them. We then removed the window frame from the cab window using and X-acto knife and needle files. We removed the bell from the boiler with needle nose pliers, and mounted a Cal Scale standard Rope-pull Bell (Walthers part 190-281) 2¼ inches from the front of the smokebox. We then clipped the handrails with a wire cutter at a point ¼ inch from the smokebox front. We discarded the handrail portion from that point to the pilot. A Cal Scale brand Elesco Feedwater Heater set was purchased (Walthers part 190-2003) and mounted on the front of the smokebox. A Cary Locomotive Works brand Whistle (left side mount - Cary part WH-146) was attached to the left side of the boiler on the side of the steam dome.

We then turned our attention to the pilot, which we caution you to work with very carefully. Using a Dremel tool carefully remove the material between the two ladders and just above the pilot deck on the pilot. We then reinforced the pilot with a rectangular piece of stripwood which was glued to the bottom. Ensure that you don't cut the frame that contains the hole for reattaching the pilot to the underframe. Glue a Cal-Scale brand tender tool box (Walthers part 190-295) and a Cal-Scale train control box (Walthers 190-252) to the front of the pilot to simulate the train control boxes of Jersey Central's *Blue Comet* Pacifics. We then added Walthers part 947-487 handrail posts to the front of the pilot where the holes for the original handrails were. Add handrail wire between these two posts. Cal-Scale brand marker lights can be added to the front of the smokebox, then it's time for painting.

Airbrush Floquil brand primer on the boiler, cab, and pilot. Then prime the cylinder and trailing truck frames with a paint brush. The plastic parts of the driving wheels and the pilot truck exteriors should be primed with Floquil brand Barrier.

The writers thoroughly researched all available articles on the *Blue Comet*, both prototype and modeling, and caution modelers and prototype enthusiasts that there may be some confusion in reveiwing the different articles regarding the correct paint colors. *Railway Age* described the locomotive colors as Packard Blue and Royal Blue. The late Warren Crater referred to the locomotive and passenger cars in terms of Navy Blue and Royal Blue. We used the late Tom Shortall's color matches as our guide, as they were made from the actual chips from a *Blue Comet* observation. We conclude that what Warren Crater called Navy Blue is the Royal Blue described by *Railway Age* in their March 2, 1929 article, and what Tom Shortall matched to Floquil brand Dark Blue. The Packard Blue Described by *Railway Age* is what Warren Crater called Royal Blue and what Tom Shortall achieved by mixing 20 drops of Floquil Reefer White with 200 drops Floquil Light Blue (a 1:10 ratio).

We airbrushed the boiler Packard Blue by mixing the Floquil paints as described above. We masked off the smokebox with a combination of Saran Wrap and masking tape, which worked quite well. When thoroughly dry, we painted the bell and whistle with Floquil Bright Silver. The cab roof was painted Floquil Dark Blue, and the rest of the cab was airbrushed with the Packard Blue mix. The pilot ribs were airbrushed Bright Silver, while pilot trucks were painted Packard



Exploded view of Mantua Pacific kit, Courtesy Mantua Metal Products, Inc.

Blue, and the driving wheels carefully brushed Packard Blue. To paint the wheels, it will be necessary to hook up the underbody to a test track to move the wheels so you can paint them. Do this when the paint on the exposed section is dry. We used the Floquil Graphite on the smokebox. This brand gives a very dark grey appearance to the smokebox.

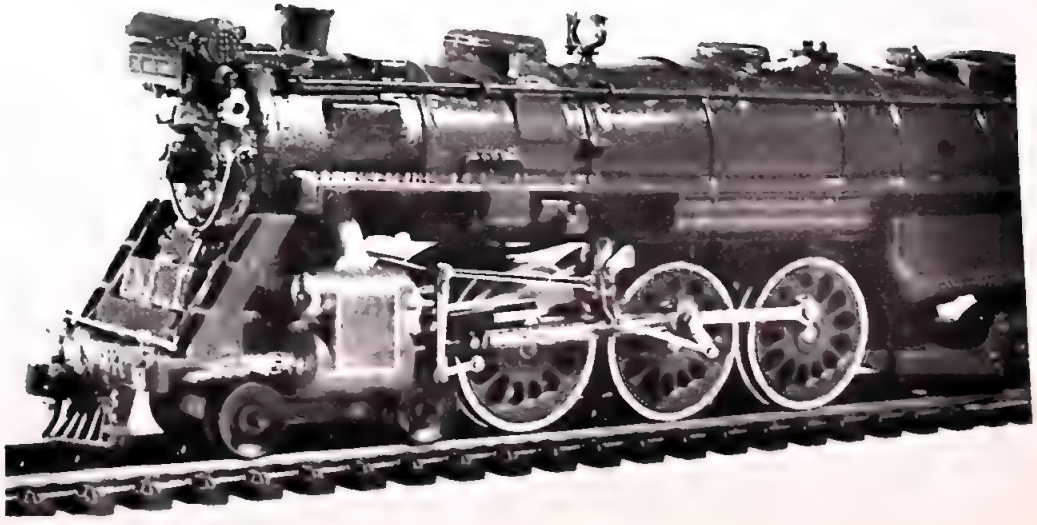
Clover House dry transfers were used for the locomotive. These were converted to decals by rubbing them on clear decal paper, then lightly spraying with Testor's brand Glosscote. A piece of Bristol board was cut for *The Blue Comet* nameboard, which hung from the Elesco feedwater heater. Another piece was cut for the number board, below the headlight. The boiler, pilot and cab were all airbrushed with a thick coat of Floquil Cyrstal Cote after the decals were thoroughly dry. We then handpainted the underbody parts with Crystal Cote to prevent the paint from clogging the running mechanism. When dry, we reassembled the engine.

An MV Products headlight lens (Walthers part 516-180) was utilized for the headlight. Walthers D129 Gold Twin Stripe decals may be used for the gold bands around the steam and sand domes.

To provide a more realistic apprearance, we substituted a Bowser 32-foot tender (Walthers 006-150032) and also purchased Bowser 4-wheel tender trucks (Walthers 006-320) for our model. While these trucks are not CNJ prototype, they do provide good electrical pickup. Flash was removed from the tender, the ladder put on, and the entire body airbrushed with primer. Upon drying, the coal load was painted black, and the rest of the tender airbrushed Packard Blue. The truck frames were painted Floquil Dark Blue. Striping for the tender is provided for in the Clover House dry transfers for the engine. The Clover House engine decal set is currently being revised, and should be ready by the summer of 1983. The original set had the New Jersey Central emblem too large. We therefore purchased Walthers HO Scale yellow steam-era decal set 33-Y for CNJ, and used the circular emblem on a dark blue painted background for the tender emblem. Numbers were applied to the rear end of the tender.

Finally, the electrical pickup wire from the engine was reattached to the tender and the drawbar reconnected.

For those who wish to review steam locomotive terminology, Gordon Odegard's article "How a Steam Locomotive Works" will be very helpful, and contains some excellent diagrams with labels. The feature appeared in the October 1982 issue of *Model Railroader*. For those modeling in O-Scale, we suggest reading Vic Roseman's feature in the January 1978 issue of *Railroad Model Craftsman*, entitled "Steam Roster Variety Through Kitbashing." Vic makes some suggestions therein for making an inexpensive O-Scale Jersey Central *Blue Comet* Pacific.



Detail of the front of our HO Scale Pacific. Photo by Tom Nemeth.

HO Scale model of Blue Comet baggage car Barnard, built by Joel Rosenbaum. *Photo by Tom Nemeth.*

Creating the Baggage Car

For our scale model of the *Blue Comet* baggage car, we used Walthers kit number 933-6650, the 70-foot Santa Fe baggage car. The kit is still listed in the Walthers catalog, but it is in limited supply. This car can also be scratchbuilt using Northeastern Scale Models parts. With a few minor modifications we were able to turn the Walthers kit into a close replica of the CNJ baggage car.

Our first step in modifying the kit was to purchase Northeastern Scale Models belt rails, Walthers 521-832. We used an X-acto brand mitre box to cut six pieces of belt rail; four pieces 1¾ inches and two pieces 3-3/16 inches. We then glued the belt rail 3/8 inch from the bottom of each side. When gluing the belt rail to the sides, use glue very sparingly and be very careful. We then placed the handrails by drilling holes for their placement. From the photos of CNJ baggage cars that we studied, we noticed these cars only had handrails at the ends of each side, and only on the sides of the baggage doors that were toward the center of the car. The Walthers diagram of the Santa Fe baggage which accompanies the kit shows handrails on both sides of the doors, and this difference should be noted.

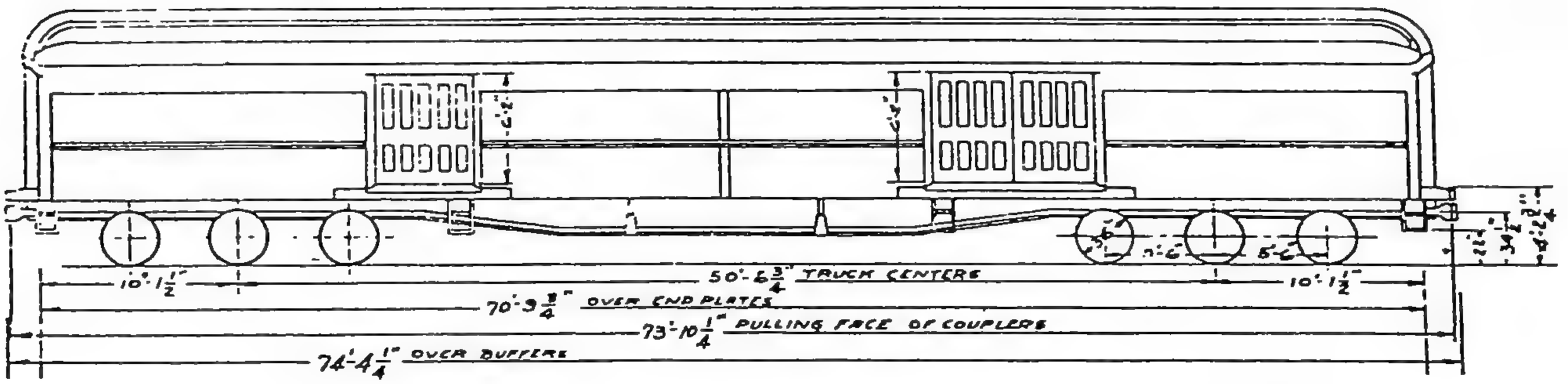
The door for the smaller opening is close to CNJ prototype, but the door supplied for the larger opening is not, as CNJ had two doors at the large opening. To recreate this feature, we purchased Walthers 941-3041 baggage doors, and cut off 1/8 inch from the bottom of each door. We also filed down the sides where the double doors would meet, so they fit together smoothly. In placing the doors in the opening, we reversed the doors, so that the rear of the doors was facing outward, for a smooth appearance. If you desire, paneling can be added to the doors using two-ply Bristol board. Note that the CNJ double doors had four windows each, and the Walthers doors we modified have only three, but since our modification required a minimum amount of work and utilized readily available parts, we settled for three windows. The use of these doors gives the baggage car a distinctively differenct appearance than if one had used the single large 6-window door supplied in the kit.

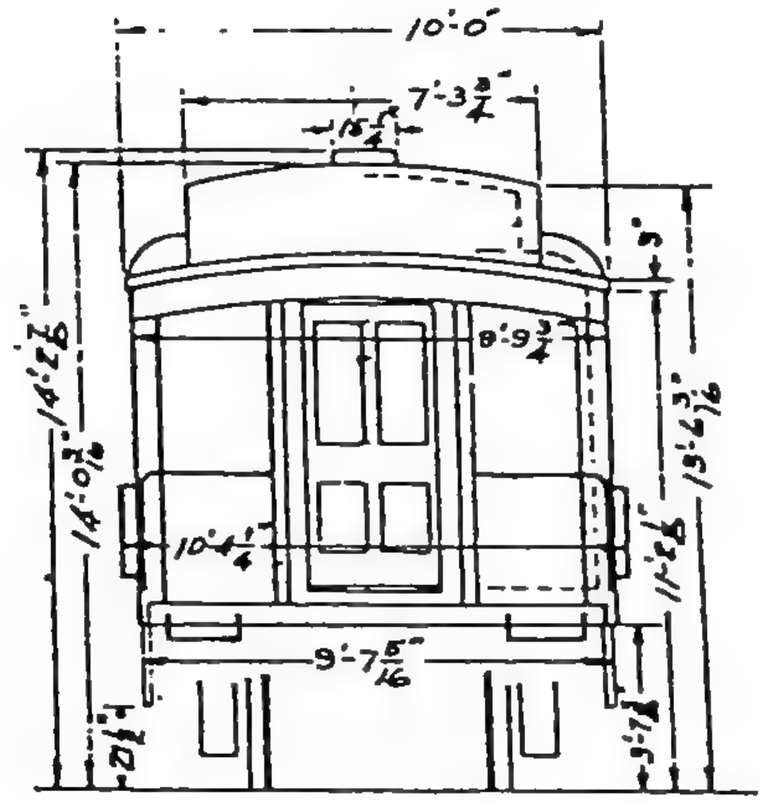
The prototype *Blue Comet* baggage cars had six-wheel trucks with standard bearings. For our model, we used MDC-Roundhouse brand six-wheel Pullman trucks, Walthers 480-2931. We replaced the plastic wheels with Kadee brand metal passenger car wheels for better performance. We also purchased Roundhouse long-throw toggle coupler arm/bolsters (Walthers 480-2930). We glued the long coupler air to the Pullman truck frame to allow the baggage car to operate around short radius curves. We also used the bolsters from this set on our baggage car, instead of the ones provided in the Walthers car kit. To assure problem-free operation on short radius curves, we cut two pieces of two ply Bristol board, ¼ inch by 1¼ inches. We glued this to the coupler arm, and glued the ladders that would normally be attached to the ends, to these pieces of Bristol board.

Before gluing the Bristol board strips to the coupler arm, lay out where the bolster will go. On this spot, place your six-wheel trucks with coupler air attached, and mark off where it is even with the end of the car. At that point, glue the Bristol board to the coupler arm, and then glue on the ladders. If you were to glue the end ladders to the body, the six-wheel trucks would have very limited swing space, and could not operate on short radius curves. Using the method outlined above, your CNJ baggage car will operate satisfactorily on short radius curves. Brass washers between the bolsters and truck frames will promote smoother operation.

Lay out and attach the underbody details as per the Walthers kit instructions. Attach the ladders for the baggage door on the sides of the door closer to the center of the car. Make a notch in the floor where the baggage doors will fit. It may be necessary to file down the bottom of the double baggage doors to assure an even fit. We glued one-ounce fishing weights to the inside of the floor over each set of trucks for better rolling quality.

Align the roof and baggage doors, and pencil in the location of the drip strips for the roof. Make these out of Bristol board. We have noted that the *Blue Comet* baggage car had eight clerestory windows on each side of the roof. Clerestory window decals come with the kit. These may be used if desired, however we made our clerestory windows out of two-ply Bristol board. Each window is 5/16 x 3/16 inch.





Official CNJ blueprints for full baggage cars Olbers and Barnard. Collection of Tom Gallo.

In later years, after the *Blue Comet* was discontinued, CNJ baggage cars may have had fewer clerestory windows. You may also find it necessary to file down two plastic tabs on the side of the roof.

Car ends are not strictly protypical of CNJ baggage car ends, as the CNJ cars did not have a window in them. If desired, the window can be plugged with a piece of wood for more accurate appearance. We also removed the coupler pocket from each end, to allow the coupler arm greater swing for tight radius curves.

We primed the roof (after the drip strips and clerestory windows were dry), also the ends, underbody, truck sideframes and car sides with Floquil brand Primer. We allowed one entire week to thoroughly dry. We painted the entire side Jersey Cream, and the ends and roof were then airbrushed Floquil Dark Blue. Truck sideframes and underbody were also airbrushed Dark Blue. After 48 hours, we masked off the Jersey Cream band on the baggage car, which was made ½ inch wide, measuring from the bottom of the beltrail towards the roof. The baggage doors and the remainder of the side were then airbrushed Packard Blue.

Masking tape was removed one hour after painting, and decaling was begun 24 hours after application of the Packard Blue coat. We converted Clover House Dry Transfer sets into decals.

We found the word *COMET* too large to apply to the end, so we cut this decal apart into individual letters. We applied the C and the T first; placing the C near the end of the baggage door, and the T at the very end of the car. We then centered the M between the C and T, and after drying we centered the O between the C and M, and the E between the M and T. These letters were allowed to dry for 10 minutes, after which Walters Solvaset was applied to snuggle them down. If solvaset is applied to soon, the letters will begin to float away, losing their spacing and alignment. The word *BLUE* was applied at the center of the car, with no modifications required.

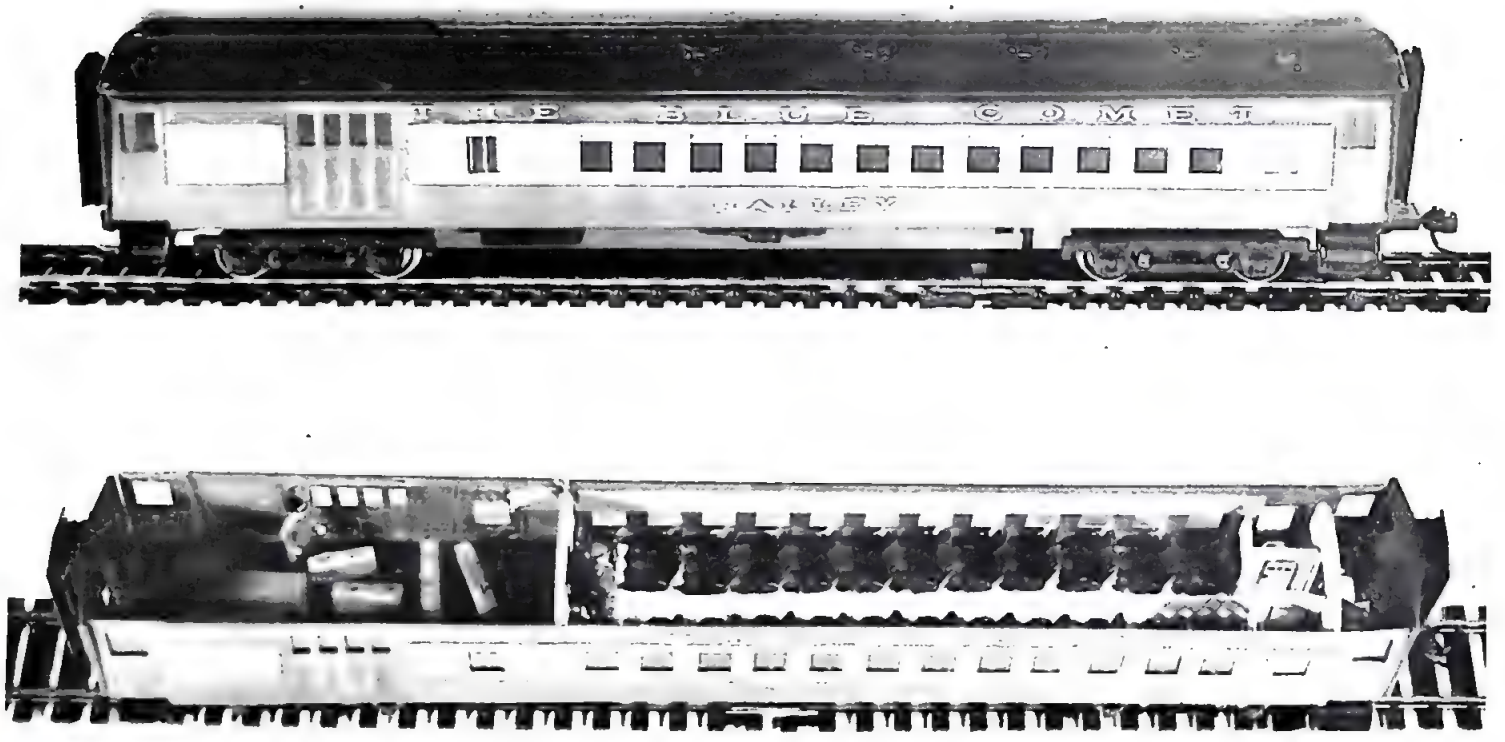
Prototype photographs of the baggage car showed the car name *BARNARD* fit directly beneath the word *BLUE*. We centered *BARNARD* on the lower panel in this fashion.

Finally, the word *THE* is a bit too spread out, so this decal was cut into individual letters. The T was placed ½ inch from the end of the car side, and the E ½ inch from the beginning of the baggage door. The H was then centered between the two. The baggage cars had no other markings on them.

The lettering of our baggage car was based on a photo in *Trains* magazine, which differs from the prototype photo in this publication.

Decals were allowed to dry for 24 hours, after which the sides, ends, and roof were airbrushed with Floquil Crystal-Cote. We suggest application of a thick coat for most effective results. Floquil Hi-Gloss was used on truck frames. After the Crystal-Cote dried, the acetate windows were glued in the baggage doors and windows. The center of the roof was aligned with the floor, and a small hole drilled for the long screw to hold the roof in place. Ends were attached, and the roof screwed down for a tight fit, before attaching the sides. Ascertain that the pieces for the double doors are filed down sufficiently so they won't hinder a snug fit when the sides are attached. The sides were then glued on.

CNJ baggage cars did not have diaphragms, but they did have a buffer and channel frame around the end doors. We chose to use the diaphragms that came with the kit to hide the long coupler arm. Kadee No. 5 couplers were utilized on our model.



Exterior and interior views of our HO Scale model of Blue Comet combine Halley. Note baggagemaster with luggage in baggage section; blue tile on coach section floor. Modelwork by Joel Rosenbaum; photo by Tom Nemeth.

Creating the Combine

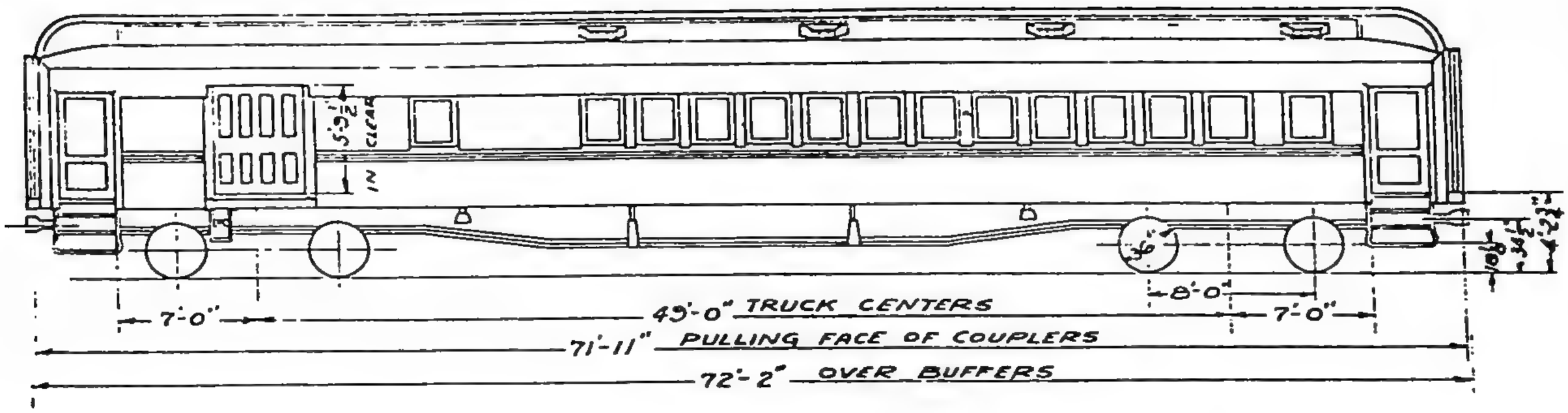
For our scale model of *Blue Comet* combines *Halley* and *Encke* we used J-C Models kit HO-11, the 65-foot New York Central Baggage-Coach. This kit is available from J-C Models, P. O. Box 30111, Cincinnati, Ohio 45230. When ordering the kit, request additional metal material for the additional doors at the blind baggage end which were characteristic of the Jersey Central *Blue Comet* combines.

Our first step was to reduce the total length of the car sides to 9 inches by cutting off material from the baggage end. We then cut out doors from the additional metal material provided as per our request, and glued the doors to the blind end. The car sides have the correct style baggage door and the correct number of windows in the passenger section (thirteen), but a window must be cut out between the baggage door and the passenger section. We cut this window 7/16 of an inch from the baggage door end. We found the easiest way to do this is to mark off the area to be cut out using the other windows as a guide. We then started the cut with a hand drill, and used round and flat small files to enlarge the hole and square it off. Remember to remove the center sills of the windows in the vestibule doors.

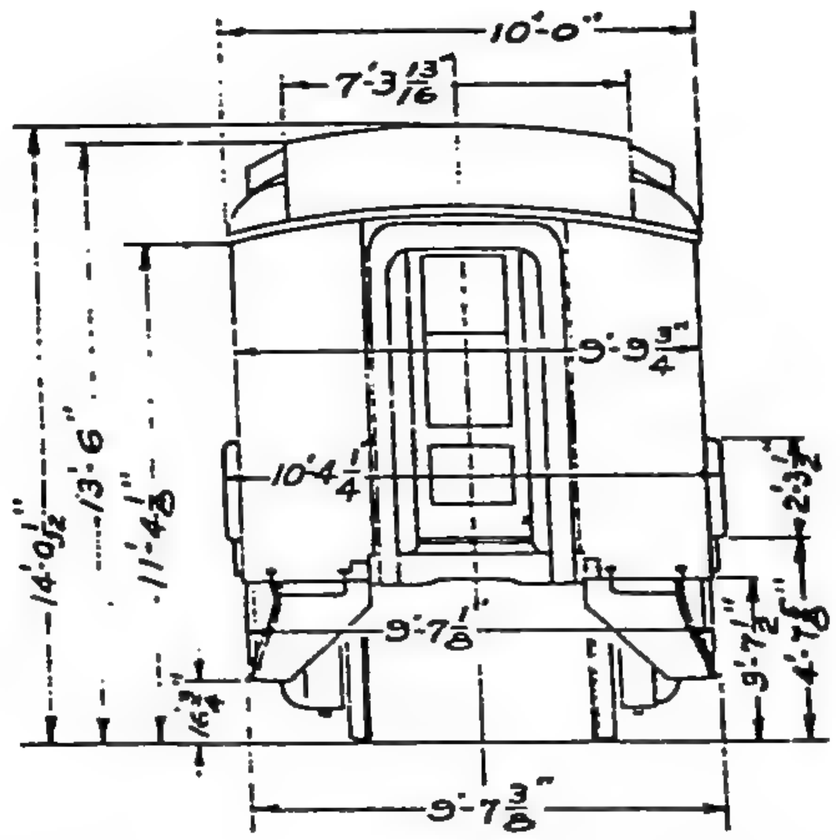
When the doors are glued on, the total side length should be 9½ inches. We reduced the floor length to this size also with a mitre box saw. We cut the roof down to 9-9/16 inches using the same saw, and rounded the ends with a large flat file, and smoothed out the file marks with fine sandpaper. We used handrail wire for the drip strips over each baggage door. These were glued above the baggage door location on the roof. We then attached the ends to the floor and checked for roof fit. Some sanding and cutting may be required for an even fit over the ends.

Follow the directions in the kit for the underbody assembly. We used Model Die Casting brand Long-Throw Toggle coupler arm/bolsters for the bolsters (Walthers 480-2930). Central Valley brand four-wheel Pullman trucks were used for this car, and we glued the coupler arm to the trucks to allow the combine to operate on short-radius curves. Kadee No. 5 couplers were installed in the coupler pockets. Additional passenger steps for the added doors at the baggage end must be purchased. This is Walthers part 941-542.

Placement of the roof garland vents was based on the prototype photo of combine *Encke*. There were four garland vents on each side of the roof when the combines were in *Blue Comet* service. Globe vents were placed into the roof over the lavatory and washroom. Additional garland and globe vents are listed in the Walthers catalog should you require them.



CNJ blueprints for former Blue Comet combine-smokers. For correct placement of roof garland vents at the time combines were in Blue Comet service, examine the photographs in Section 1 of this publication. Collection of Tom Gallo.



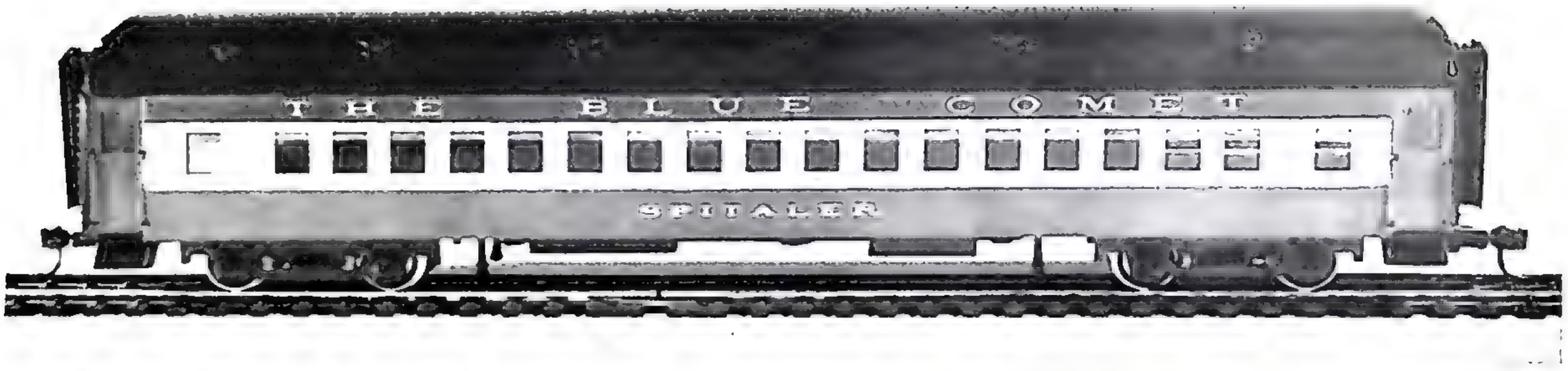
The roof, ends, underbody and sides should be airbrushed with Floquil Primer and allowed to thoroughly dry. After drying, airbrush the roof, ends and underbody Floquil dark blue. Car sides should be airbrushed with Jersey Cream. When thoroughly dry, mask off the area from the belt rail to the bottom of the letter board. Scotch brand ½-inch Magic transparent tape works quite well if its adhesiveness is first reduced by applying to a glass window first. The ends of the tape must be cut with an X-acto knife, otherwise you will find perforated paint lines from the dispenser cut marks on the tape. Study the prototype photo of *Encke* as a guide for masking. The baggage doors and vestibule doors, as well as the letterboard and area below the belt rail are airbrushed Packard Blue. Just before airbrushing, press down the edges of the Scotch Magic tape with the back of an X-acto knife for a tight seal. One hour after airbrushing, remove the Scotch tape.

We painted the interior of the combine Floquil Conrail Blue. While the actual interior was Circassian Walnut, Floquil Walnut stain works well with wood, but was not adequate on the metal interior of our combine. The Conrail Blue helps to accentuate interior detailing. The clear plastic material for the windows was glued to the sides. We used Walthers prism windows, part 949-527 for the washroom and lavatory windows. We placed a small piece of blue acetate from a report cover to give a blue tint to the prism window. Window shades were made from blue construction paper, and thin silver striping tape was applied to the bottom edges to simulate a frame.

The combine smoker had a blue-and-white diamond tile pattern in the passenger section, and this pattern was evident in the vestibules and lavatories of all the cars. We used graph paper which has ten squares to the inch to simulate the tile pattern. Alternate squares were colored with a blue pencil. Refer to the illustration for duplicating this method. This colored graph paper was then glued to the floor,and added in the washroom and lavatory. The actual lavatory and washrooms were painted two-tone grey. We cut partitions for the lavaory and washroom from two-ply Bristol board and painted them Floquil SP Lettering Grey, and left the door area white. The word MEN was applied using N-Scale decals. Walthers toilet hoppers (941-766) and corner washbowls (941-793) were added. The chair in the washroom is from a Suydam interior. Coach seats are Walthers part 941-789. We were able to provide the same number of seats as the prototype, forty-eight. The seats were primed with Floquil Primer, then airbrushed Floquil Light Blue. When dry, they were sprayed with Testors Glosscote to simulate the shiny leathery appearance of the prototype. Baggage for the baggage section was made by cutting small sections from stripwood and attaching a small staple or grabiron for the suitcase handle.

The truck frames should be primed and painted Floquil Dark Blue. When thoroughly dry, paint the frames with Floquil Hi-Gloss.

The sides may now be glued to the floor and ends. Walthers diaphragms, part 933-429 were glued to each end. We did not glue our roof to the sides and ends in order to display the interior. The Combine-smoker is now ready to serve all your HO scale passengers that can't kick the nicotine habit.



Blue Comet coach Spitaler, modeled in HO Scale by Joel Rosenbaum. *Photo by Tom Nemeth.*

Creating the Coach

The Central Railroad of New Jersey renovated eight all-steel coaches for use as coaches in the *Blue Comet*. The coaches were named after the comets *Brorsen, D'Arrest, Faye, Holmes, Spitaler, Westphal, Winnecke,* and *Tuttle.* A very close, but not exact, model of these coaches is offered in HO Scale by J-C Models, P. O. Box 30111, Cincinnati, Ohio 45230. Their HO 7 Kit, the 61-foot N&W Coach is just one window short of the prototype CNJ *Blue Comet* coach. A price list and catalog sheet is available from J-C Models by sending a stamped, self-addressed envelope to the above address.

In the earlier years of operation, the CNJ *Blue Comet* had three or four coaches in its consist. If you order the HO scale coach, you should also order J-C Model's Kit No. HO 16, which is the 60-foot recessed-end observation car, which we will address in a future column in this series on Creating the *Blue Comet* in Miniature.

The J-C Models kits are very similar to the Walthers style of kits, and come with complete and detailed instructions. The J-C Models kits differ from the Walthers models in that the metal sides have an additional length added to the doors. This excess must be cut with a sharp pair of scissors. To do this, we recommend that your temporarily attach the ends to the floor and center the sides, so that an equal cut is made from each end. Leave the ends, floor and side temporarily assembled, and follow the directions for rounding off the wood roof. When you are satisfied with the fit, you may disassemble the car again.

The *Blue Comet* coaches had five garland vents along the side of the roof. We evenly spaced these vents between the globe vents at each end that are over the lavatories. Additional globe and garland vents are listed in the Walthers catalog, and can be ordered through your local Hobby retailer.

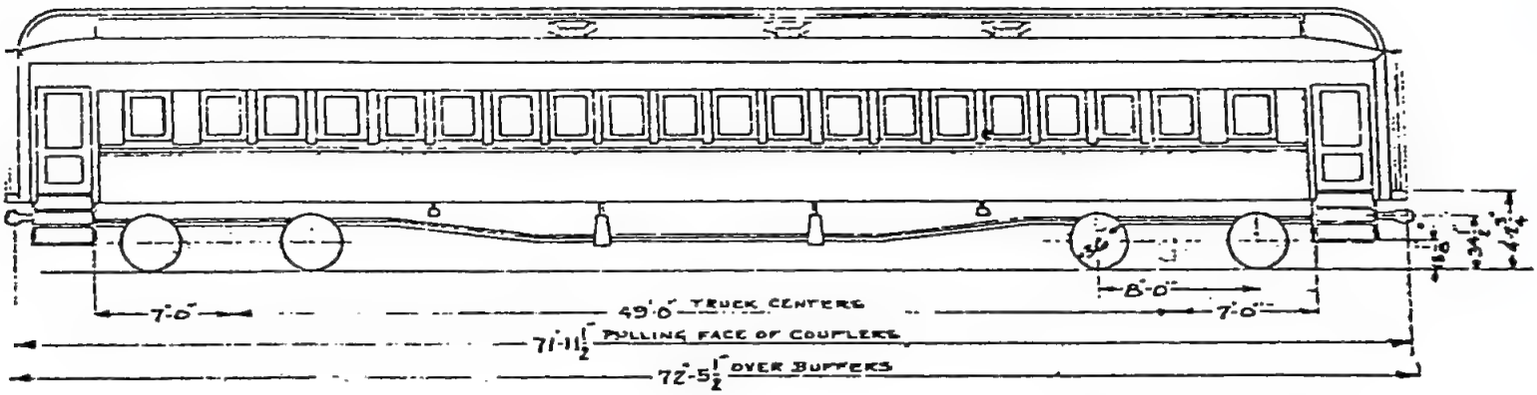
Before placing the globe vents and garland roof vents, the roof should be sanded smooth and wiped clean with a rag dampened with Floquil Dio-Sol. Apply primer and let dry for a few days; then sand the roof again, wiping with Dio-Sol a second time. This is done so that the paint will not raise "fuzz", and will provide a more metallic look later on. At this point you can now add the roof ornaments and give the roof one last primer coat.

Painting the ends, sides and roof before final assembly will save the extra work of additional masking required on an assembled car. To make the coach more prototypical of the *Blue Comet* style coaches, you must remove the center window sill from the vestibule doors. This can be done with an X-acto knife. File the cut smooth with a flat needle file.

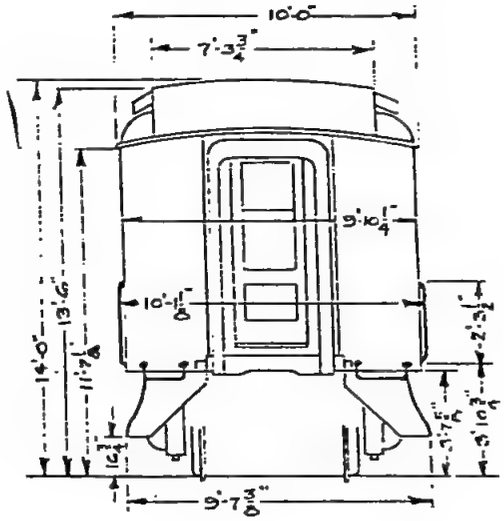
As with the combine, the coach ends and roof are painted Floquil Dark Blue. The window band and beltrail is painted Jersey Cream, which is made by mixing 20 drops of Floquil Reefer Yellow with 200 drops of Floquil Reefer White (a 1:10 ratio). The rest of the car side is painted Packard Blue, which is made by mixing 20 drops of Floquil Reefer White with 200 drops of Floquil Light Blue (Again, a 1:10 ratio). The underbody details and steps are painted Floquil Dark Blue.

The coach was lettered with dry transfers from Clover House, which we converted to decals. On the coach, the "T" in THE was placed over the truck centers. The "T" in COMET was similarly positioned over the truck centers. the word BLUE was then centered between THE and COMET. The car name was centered in the middle of the car, as the photo of the model shows.

Central Valley brand four-wheel standard passenger car trucks are appropriate for this coach. We also purchased Model Die Casting brand Long Throw Toggle Coupler Arm/Bolsters, listed in the Walthers catalog as part No. 480-2930, and used the Model Die Casting bolster, instead of the one provided with the kit. We also installed the coupler arm to the Central Valley trucks, and fitted a Kadee No. 5 coupler to allow for use of the coach on shorter radius curves than a body-mounted coupler would permit. We did not glue the roof to the rest of the coach as we installed a detailed interior. A removable roof kit is listed in the Walthers catalog, and can be utilized if you so desire.



CNJ blueprints for former Blue Comet coaches. For correct number and placement of roof garland vents, examine the prototype photos in Section 1 of this publication. Coaches had five garland vents at the time they were in Blue Comet service. Collection of Tom Gallo.



Prior to adding interior details and window glazing, the entire coach should be airbrushed with Floquil Crystal-Cote. The truck frames should be painted Floquil Dark Blue, and when thoroughly dry, should be painted with Floquil Hi-Gloss. When all paint is dry, the window glazing can be installed. For shades, we used blue construction paper, and placed 1/64th Chart-pak brand chrome mylar tape along the bottom edge to simulate the frame of the window shade.

We cut a peice of styrene to fit our interior, and began laying out the interior appointments on the styrene. The vestibule ends and lavatories all had the same diamond-shaped, blue-and-white tile design that was present in the combine. We used graph paper that had ten squares per inch to simulate this pattern. The shading technique for the squares is discussed and illustrated on page 57. We then glued the graph paper to the styrene base after we shaded in about two inches of graph paper at each end of the car.

CNJ promotional brochures stated that the coaches had carpets of Persian Blue and Gold. Our discussions with those who actually rode the train indicate that the carpet ran down the center aisle of the coaches, but there was tile under the seats themselves. Since we are modeling in HO Scale, we decided to run the carpet under the seats for simplicity. To simulate this CNJ carpeting, we purchased some light blue felt from a crafts store. After allowance was made for the vestibule, the cuts were made, and the felt glued to the graph paper.

We utilized Walthers part No. 941-789 for coach seats. We first primed the seats, let them dry thoroughly, then painted them with Floquil Light Blue. The prototype seats were triple-cushioned, of Persian Blue and brown mohair.

The lavatory partitions were cut from 2-ply Bristol board, available at most arts-and-crafts shops. We found a pair of tweezers a great help in handling small interior parts. To get the small piece of Bristol board to conform to the shape of the lavatory, we gently scribed cuts with an X-acto knife where the board was to be bent. The interior was painted Floquil Conrail Blue, so that the features would show up well when photographed—the door area was left white for contrast. We also applied MEN and WOMEN to the doors. Walthers parts 941-766 fit the bill for toilet hoppers. Walthers corner washbowls (941-793) were also utilized. These fixutres were first primed, then painted Floquil Reefer White. A suydam coach interior kit provided the seats for the women's lavatory. Walthers prism windows (949-527) were placed in the end lavatory windows. A small film of blue transparent acetate was placed over the prism windows and glued to the lavatory window opening. A miniscule piece of tinfoil was cut and glued to the door of the women's lavatory to simulate a mirror. Lavatory interiors were painted Floquil SP Lettering Grey.

We did not use the metal car diaphragms provided, but used Walthers diaphragms with folded bellows and vinyl strike plate (933-429) on each end of the coach. We suggest that you order your Walthers parts through your local hobby dealer, but if there isn't one nearby, the Walthers catalog items listed in this project can be ordered by mail from Walthers' Terminal Hobby Shop, 5619 W. Florist Avenue, Milwaukee, WI 53218.

HO Scale model of Blue Comet diner Giacobini, built by Joel Rosenbaum. Truss rods were used on the prototype diner to support the wood frame car. Truss rods on the model have been modified to permit better truck swing on short radius curves.
Photo by Tom Nemeth.

Creating the Diner

Since there aren't any commercially available HO kits that come close to the *Blue Comet* diner *Giacobini*, we had to build one from scratch. All parts required are listed in the Walthers HO Scale Catalog and can be ordred through your local hobby dealer. A good photograph and scale drawings of the diner in HO Scale are provided to assist in construction and detailing. Parts numbers refer to the Walthers catalog.

For ends, we purchased Walthers Coach-Pullman ends (941-943). The roof was made from Northeastern Scale Models clerestory roof stock (521-682). The sides are of Northeastern Scale Models coach sides with belt rail (521-722). We used Northeastern Scale Models passenger floor stock (521-692) for the diner floor.

The first step is to cut the wood pieces to the correct lengths. We suggest using an inexpensive mitre box such as that made by X-acto. We cut two eleven inch lengths of coach side material, and one eleven inch length of passenger car floor. An 11-1/8 inch length of clerestory roof stock was cut for the roof. We then fastened the Walthers coach ends to the floor. The roof stock was rounded at each end using a large flat file. After rounding, the file marks were smoothed out with fine sandpaper. Three garland vents (941-944) were glued to each side of the roof. Use the scale drawings as a guide to the placement of these vents. Using the photograph for reference, additional roof hardware may be added. The roof should then be airbrushed with a coat of Floquil Primer.

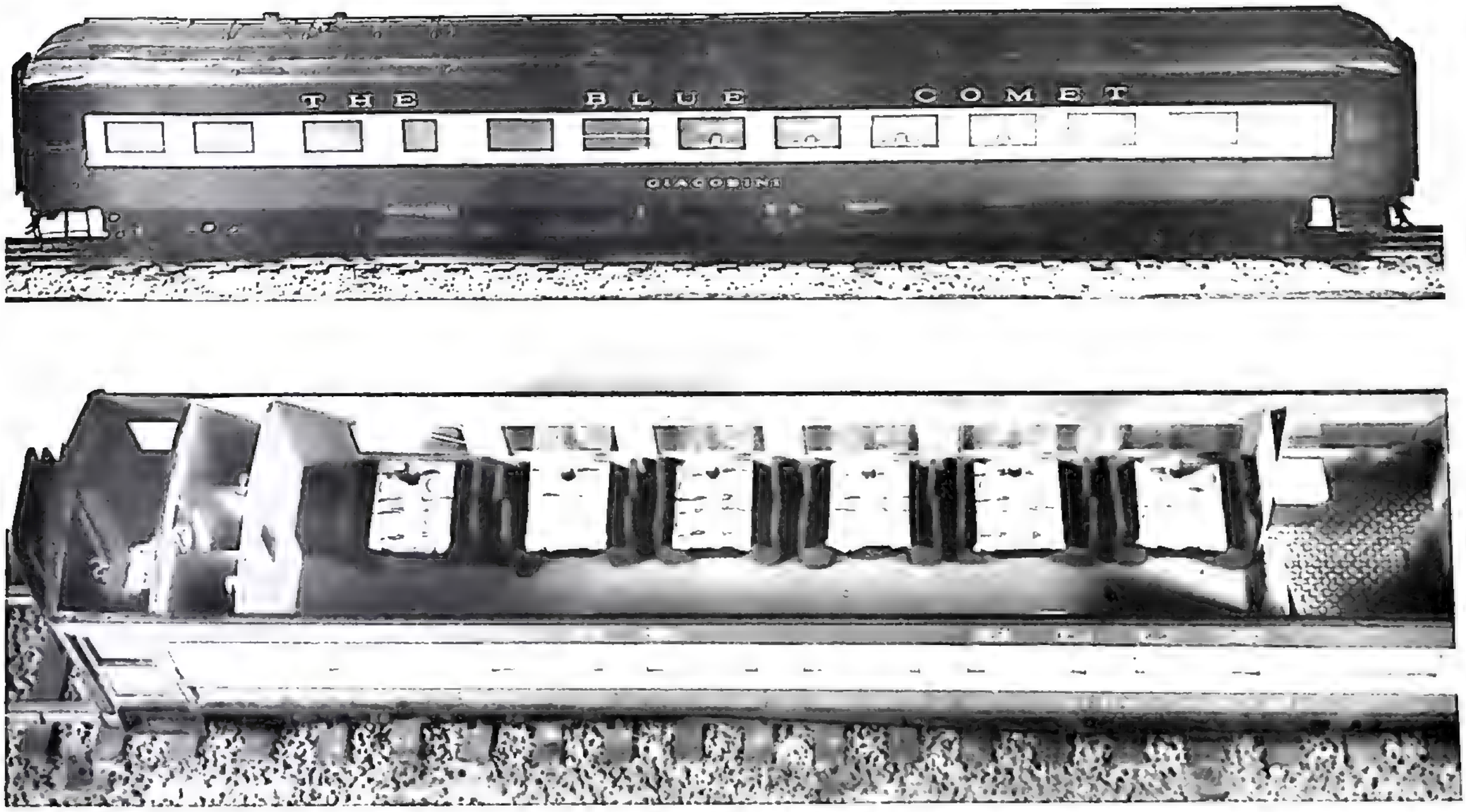
To cut out windows in the diner sides, use the drawings as a guide. To create the window sill effect, we made a rectangular cut of 9/16 inch by 6/16 inch for the large diner windows; and 5/16 inch by 6/16 inch for the small window. We used an X-acto knife to cut out the windows, then smoothed out all cuts very carefully. To make the window frames, we used a peice of two-ply Bristol board, available at most art supply stores, and traced the just-cut window spaces onto the length of the Bristol board. We also note that the windows on both sides of the diner were identical. A metal ruler was used to smooth out all lines traced from the window cuts. The window areas were then cut out of the Bristol board with an X-acto knife. Make all cuts on the inside of the pencil line, as this will insure the opening cut into the Bristol board will be slightly smaller than the window opening in the wood diner sides. When glued to the wood sides and aligned with the window cuts on the wood sides, the Bristol board will simulate the window frames. Carefully cut off enough material from the top and bottom of the Bristol board so that the window frame strip will fit snugly and will not interfere with the placement of the roof.

Doors were cut from Bristol board, and we carefully filed down the belt rail where the doors were to be located. The doors were then glued to each side. We note from the 1936 photo of diner *Giacobini* that the doors on the galley end and the passenger end were different. The passenger end door reached all the way to the roof, while the galley door did not. However, we note that other photos we have seen in Warren Crater's *Jersey Central Album* shows both doors the same. We therefore conclude that sometime during its *Blue Comet* service the diner doors were modified.

For underbody details we studied the photo of the diner. We used MDC brand long throw toggle arm bolster sets (480-2930), and Central Valley six-wheel trucks, and glued the MDC long arm bolsters to the trucks to assure operation on tight radius curves. Walthers passenger car steps (941-542) were added at the passenger end. We glued the steps to short strips of Bristol board, and in turn glued this to the long arm bolster, again to assure satisfactory operation on tight curves. The same procedure was utilized for placement of the ladders at the galley end. Walthers brass HO ladder stock (946-435) was used, and the ladders were glued to a strip of Bristol board which in turn was glued to the long arm bolster.

For the truss rods of the underbody, we utilized Bowser handrail wire, but ended the rods short of the trucks to allow turning on tight curves.

The sides, floor, truck frames, stairs, ladders, and ends were all primed with Floquil brand primer and allowed to dry for a few days. The roof, ends, and floor underbody were then airbrushed Floquil Dark Blue. Truck frames, stairs and ladders were brushed with the



Exterior and interior views of E. Lewis Pardee's custom built O Scale model of Giacobini. Note place settings on tables; tile on vestibule floor and in kitchen area. Model built by J. Fischer *Photo by Tom Nemeth.*

same color. Car sides were airbrushed Jersey Cream. When thoroughly dry, the Jersey Cream area from the belt rail to the bottom of the letterboard was masked off with Scotch brand ½-inch Magic transparent tape. To reduce the adhesiveness of the tape to prevent removal of paint, apply the tape to a glass window first. A 10¼ inch length of tape is required for each side. Burnish the edges with the back of an X-acto knife for a snug fit. The sides were then airbrushed with Packard Blue, and the tape was removed one hour after painting.

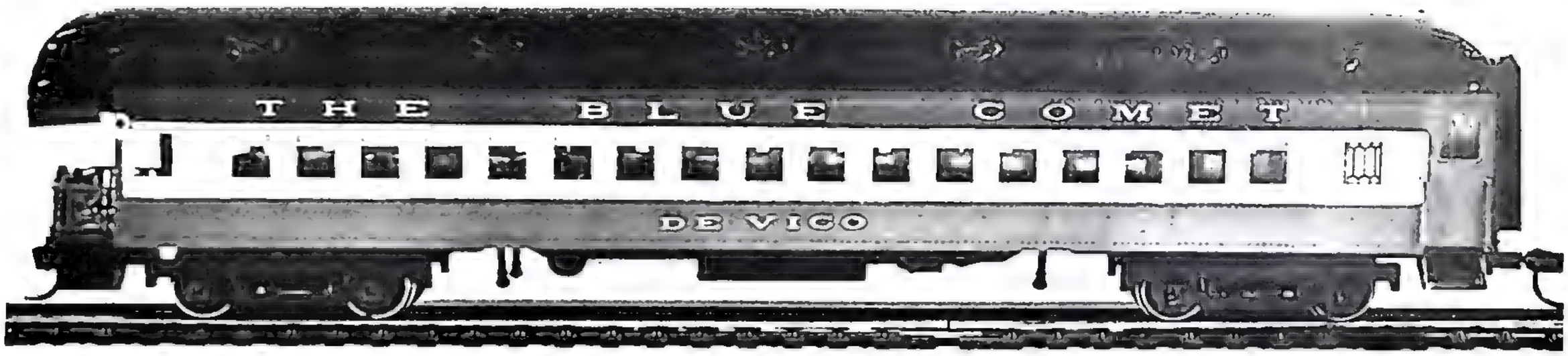
After fully drying, the sides, ends and roof were airbrushed with a mix of 20 percent Floquil Dio-Sol and 80 percent Crystal Cote. Allow two days to thoroughly dry. Clover House Dry Transfers for *Blue Comet* passenger cars were converted to decals by rubbing them onto clear decal paper and overspraying with Testors Glosscote. We used the photo as our guide in placing the decals. Allow another two days for the decals to thoroughly set. While the decals are drying, use Walthers Solvaset to get a snug fit. When dry, overspray the sides again with a light coat of Crystal Cote.

We painted the inside of the diner Floquil Conrail Blue to enhance interior detailing. Clear styrene was used for window glass in the windows and doors. Window shades were made from blue construction paper. The deep blue carpet was simulated using dark blue felt, obtained from a crafts store. The blue and white diamond tile pattern in the vestibules was simulated using graph paper with ten squares to the inch, and colored alternate squares with a blue pencil. This method is illustrated in the preceding Combine construction feature.

We also extended the blue and white tile pattern into the kitchen and pantry area. Interior furnishings were from a Walthers diner interior kit (933-743). For the table lamps, Walthers table lamps (941-1083) were used. The diner chairs were primed and then painted Floquil Dark Blue. Table bases were cut from material provided in the diner interior kit. To simulate the Czechoslovakian linen of a light tone of ultramarine blue, we used a light blue poster board and cut out rectangular shapes to fit the large and small tables. The interior drawings provided should guide the placement of the tables. Lamps were primed, and the base painted silver, with the shade white. One lamp was placed on each table, on the window side. Your HO scale diner has a capacity of 36 hungry HO scale passengers, just like the prototype.

For kitchen and pantry details, we utilized the suggestions in the Walthers catadiner interior kit, as well as the HO scale drawings.

Walthers HO scale diaphragms (933-429) were added to each end, truck side frames brushed with Floquil Hi-Gloss, and Kadee No. 5 couplers added to each end. First call for dinner!



HO Scale model of Blue Comet observation car De Vico, built by Joel Rosenbaum. *Photo by Tom Nemeth.*

Creating the Observation Car

For our model of the *Blue Comet* observation car, we used J-C Models kit HO-16, the 60-foot recessed-end observation car kit. This kit is available from J-C Models, P. O. Box 30111, Cincinnati OH 45230. The kit is one window short of the CNJ prototype, but otherwise the completed car will very closely resemble the prototype. The kit comes with a complete set of instructions and illustrations, and the methods we used are the same as in the Coach construction.

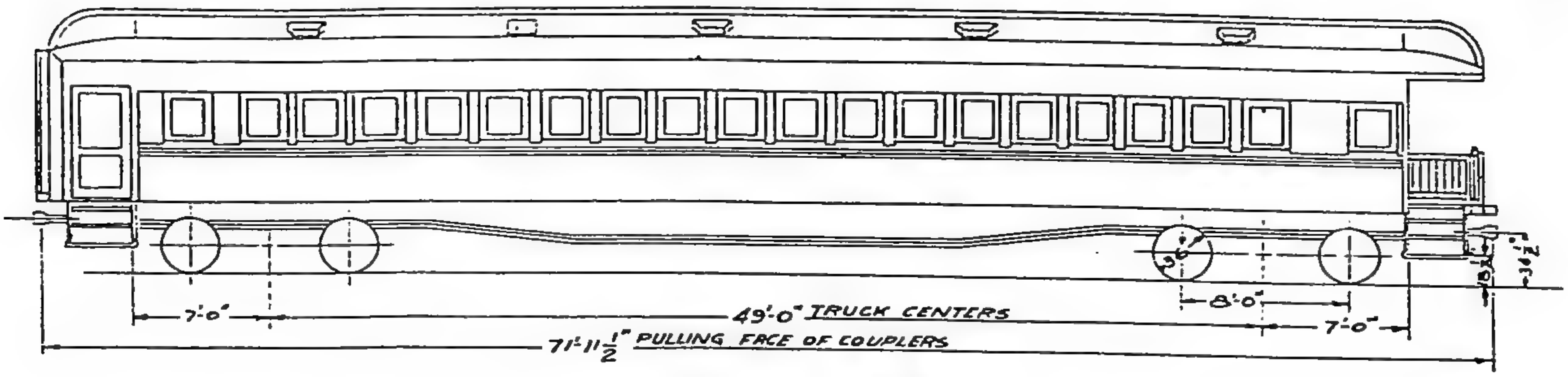
We did make some minor modifications to the observation, however. We used prototype photos in locating the roof garland vents, and also the globe vents. We note that, like the coaches, the observation cars had five roof garland vents on each side. We suggest use of the prototype photos included in this feature for guidance in placing these vents. While there were three globe vents on observations *Biela* and *De Vico*, car *Tempel* had only two, which were in the front of the car. On *Biela* and *De Vico* the globe vents were left in place over the right rear window that served as part of the window screen on the observation platform. This window is where the women's lavatory would be located on a *Blue Comet* coach. We have also been advised that *Tempel* was the only *Blue Comet* observation car that wasn't air conditioned.

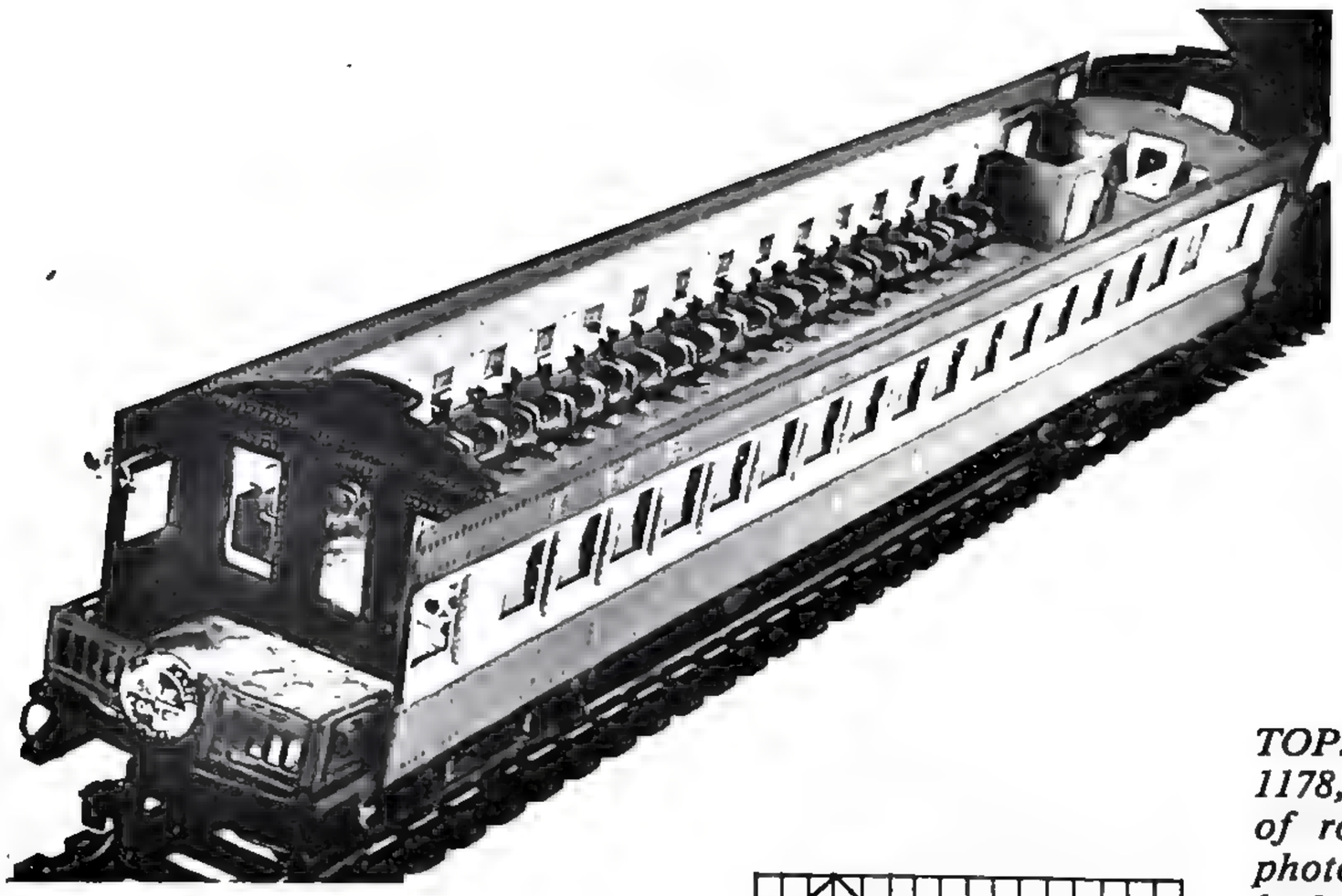
A modification we made to the construction of this kit compared to the coach kit was utilization of Model Die Casting brand Long-Throw Toggle Coupler Arm/Bolsters on the front end of the observation car only (Walthers part 480-2930). On the rear we used Walthers part 941-855 Body Bolster in order to help secure the observation platform to the rest of the car.

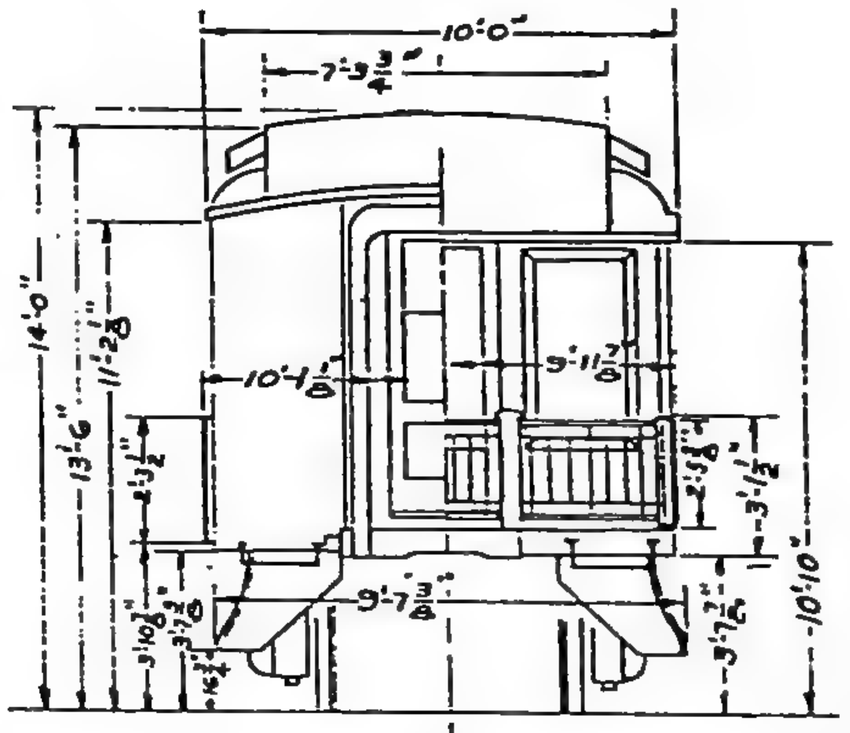
The sides, roof (after all vents were placed), floor, and ends were all primed with Floquil brand primer, and allowed to dry for one week. We then airbrushed the roof and ends Floquil Dark Blue. The sides were painted Jersey Cream, a mix made up of 20 drops Floquil Reefer Yellow and 200 drops Floquil Reefer White (1:10). We note that the sills of windows at the end facing the observation platform (rear-facing windows) were outlined in Jersey Cream; and after the Dark Blue dried, we painted these wills with a small paint brush.

The underbody and steps were painted Floquil Dark Blue. The Jersey Cream band on the sides, which extended from the belt rail to the top of the window sill was masked off using Scotch Brand transparent Magic Tape of ½-inch width. This tape works quite well if a number of precautions are taken: First, allow all paint to thoroughly dry, second, stick the tape you are going to use on a glass window or dinner plate to reduce its adhesiveness; third, for corners cut the end of the tape with an X-acto knife, as the cutter on a tape dispenser leaves a jagged, perforated edge. Finally, remove tape one hour after painting. We also suggest smoothing down the tape with the back of an X-acto knife for a snug fit, so none of the paint can bleed through. After the window area has been masked off, airbrush the Packard Blue on the sides. Packard Blue is mixed by adding 20 drops Floquil Reefer White to 200 drops Floquil Light Blue (1:10). Remove the tape one hour after painting. Letter the car with Clover House dry transfers. We convert all our dry transfers to decals by rubbing them on clear decal paper, and overspraying them with Testors brand Glosscote.

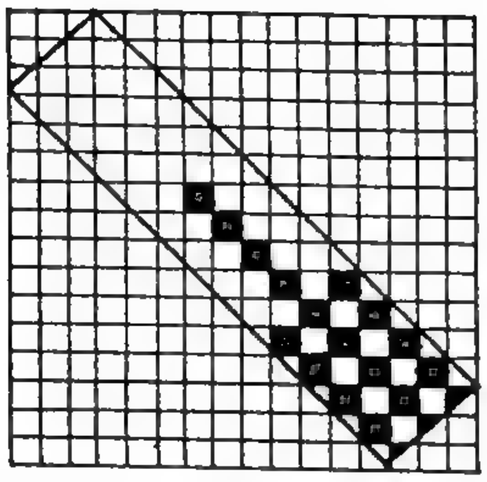
The "T" in THE, and the "T" in COMET, were centered over the middle of the four-wheel trucks. Both the observation cars and the coaches had Hyatt roller-bearings. We utilized Central Valley four-wheel Pullman trucks, and painted the truck frames Floquil Dark Blue, then produced a varnished effect by going over the frames when dry, with Floquil Hi-Gloss. The car name was centered, and the first letter of the car name appears just beneath the letter "L" in BLUE. When the decals were thoroughly dry, we airbrushed the ends, sides, and roof with a mixture of 80 percent Floquil Crystal-Cote, and 20 percent Floquil Dio-Sol. We suggest this be applied in a thick coat.







TOP: Official CNJ plans for observation car 1178, the former ***De Vico****. For proper placement of roof garland vents, examine the prototype photos in Section 1 of this publication.* ***De Vico*** *had five garland vents when it was in* ***Blue Comet*** *service. Collection of Tom Gallo. ABOVE: Interior view of* ***De Vico****, as modeled in HO scale by Joel Rosenbaum. Interior and rear platform have blue diamond tile pattern on floor. Photo by Tom Nemeth. AT LEFT: An excellent method for creating the blue diamond tile pattern is to obtain blue-lined graph paper, with 10 squares to the inch. Color in alternate squares with a blue pencil, as illustrated at right.*



Inaugural photos show the observation railing to be Packard Blue, which we utilized. However, in later years, the observation railing appears to be very dark blue, or black. The drumhead we used with the car was once supplied as part of the Clover House transfers. This item is not currently available in HO Scale, but may become available again in the future. Tomar Industries puts out a lighted drumhead for the *Blue Comet* (Walthers part 81-260). A dome light for the observation platform was made out of an Athearn brand headlight lens.

We used a piece of dark blue felt to simulate the deep blue carpet of the prototype. Vestibules, lavatory washroom floor and observation platform had diamond-pattern blue-and-white tile; we used graph paper with ten squares to the ench to simulate this. We colored alternate squares with a light blue pencil. For seats, use Walthers part 941-767 lounge chairs. These were primed with Floquil primer, then painted Floquil Light Blue. We highlighted the headrests and armrests with Floquil bright silver. By placing the chairs armrest-to-armrest, we were able to achieve the same number of chairs as the prototype—48 seats. For bathroom fixtures Walthers parts 941-766 Hopper, and 941-793 corner washbowl were used. The bathroom interior was painted Floquil SP Lettering Grey. Shades were made from blue construction paper, and very thin silver tape was used to simulate the bottom frame.

Observation car *De Vico* is still in service with NJ Transit; *Tempel* served as a yard office at Bay Head Jct., and *Biela*, after serving as the *Monmouth* for almost three decades on the North Jersey Coast run, is now part of the Union Gap Restaurant in Clinton, New Jersey. The kit we used to build the observation could be used to model any of the above three cars.

EPILOGUE

An Interview with Howard E. Simpson

On July 19, 1983, E. Lewis Pardee interviewed Mr. Simpson in his office in the **Chessie Building** in Baltimore, Maryland. Mr. Simpson's long career in railroading began in 1912, as a clerk for the Central Railroad of New Jersey. After service with the United States Navy during World War I he returned to the Jersey Central and was assigned as a purser on the railroad's Sandy Hook Steamers. In 1920 he returned to railroad work as a Rate Clerk, was promoted to Passenger Agent; Advertising Agent and in 1926 was appointed Assistant General Passenger Agent.

In 1926 when Roy Barton White became President of the Central Railroad of New Jersey he interviewed individually all of the railroad's officials and apparently Simpson so impressed White that a close relationship developed which was to span many years and link their careers. In time Simpson was to succeed White as President of the Baltimore and Ohio and eventually as Chairman and Chief Executive Officer.

The significance of this interview is that Mr. Simpson was one of the four Jersey Central Officials directly responsible for the creation of the *Blue Comet.* The others, in addition to President White and Simpson were Frank H. Becherer, Car Superintendent and John Lobano*, a young Columbia University graduate who had studied advertising and had been hired by Simpson to develop the advertising campaign.

The color scheme for the train was selected by President White. The rolling stock to be used was picked by Frank Becherer. The entire project was shrouded in secrecy from the time of its inception in 1928 until its inauguration in 1929. Only a minimum number of employees knew what was going on and of course the public and the press were completely in the dark until the railroad was ready to break the news. White and Simpson worked at the top overseeing every detail of its progress.

Mr. Simpson credited John Lobano for the unique publicity campaign and many of the novel ideas which made the *Blue Comet* such a spectacular media event. Lobano developed the "teaser" advertisements which preceded the announcement of the new train. It started in February 1929 with an ad showing just a ball and nothing else except the railroad's name. The following day they added one star, followed each day by the addition of another star until after a few days they put a tail on it and made a Comet. Then came the big announcement in New York and Atlantic City newspapers with full details, schedules, fairs, etc.

Lobano was also credited with the Jolly Tar moniker used for the railroad's supplemental bus service between Lakewood and Barnegat.

The idea of a *Blue Comet* bus service to replace the train between Winslow Junction and Bridgeton was jointly conceived by White and Simpson. Simpson is credited with initiating the first reserved coach-seat plan in the United States which was placed in service on the *Blue Comet*. This system was extensively employed by many railroads in later years during the steamline era.

Mr. Simpson stated that some study had been given to a motor coach connection for Manhattan and Brooklyn from train-side at Jersey City in order to be more competitive with the Pennsylvania Railroad which terminated in New York City. It was determined that the cost of such a service for short-haul passengers i.e., New York-Atlantic City was not economically justified. In spite of the advantages enjoyed by the Pennsylvania Railroad they were worried about the effect of the *Blue Comet* on their share of the New York-Atlantic City traffic.

In 1931 Simpson left the Central Railroad of New Jersey to become General Eastern Passenger Agant for the Baltimore and Ohio but he continued to be closely linked with the Jersey Central partly because the B.&O. used the CNJ to enter New York and mainly because he had spent the first 19 years of his railroad career with that company. He was promoted many times while Daniel Willard was President of the B.&O., before Roy Barton White returned to become President.

When Col. Roy B. White died, Mr. Simpson was President of the Baltimore and Ohio Railroad and he ordered a special train to carry White's remains from Baltimore to Plainfield, N.J., where White was buried. Simpson placed his Office Car, No. 100, at the disposal of the White family and he also attended the funeral of his former boss and long-time friend.

*Phonetic spelling; correct spelling unknown.

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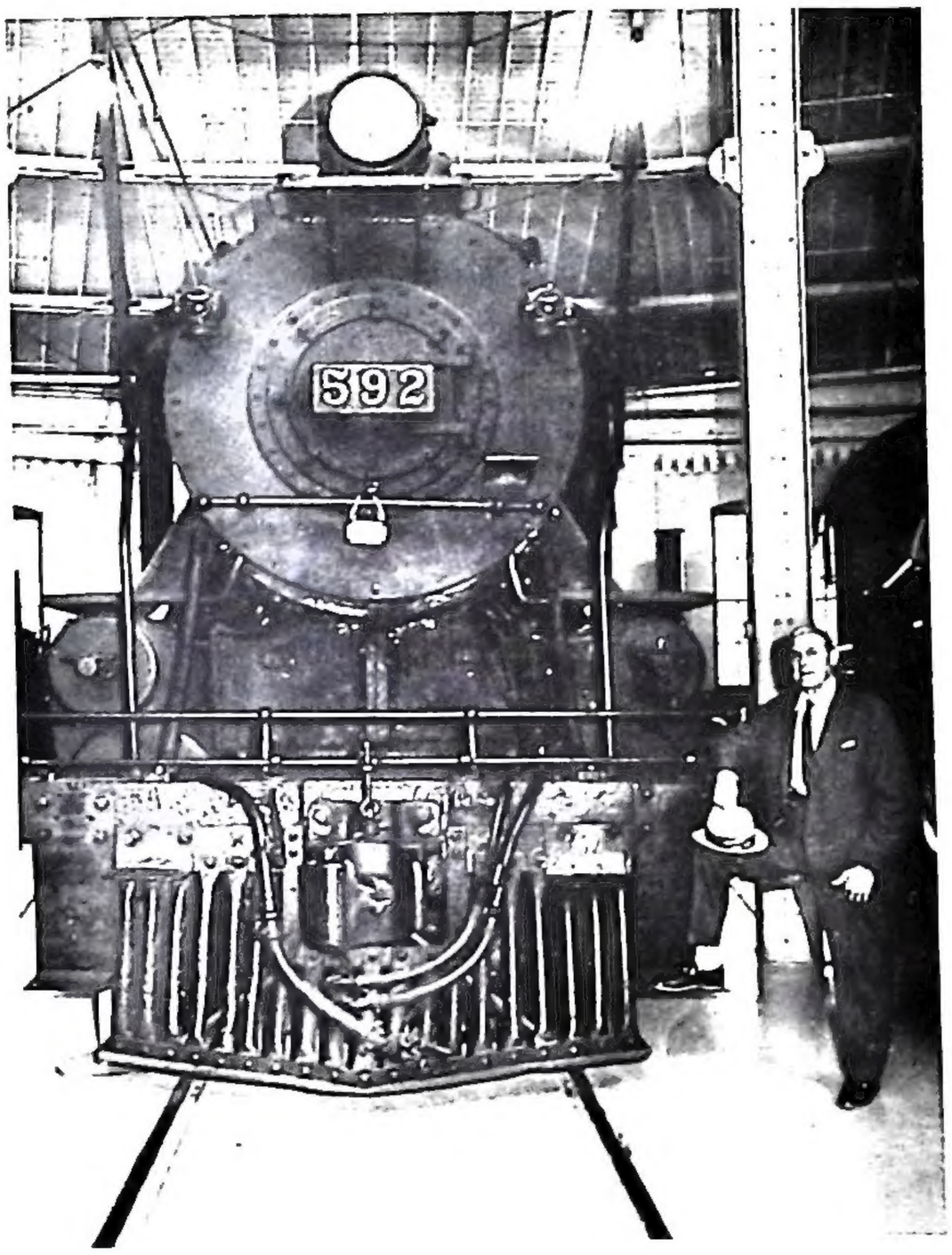

ABOVE: Howard E. Simpson with the CRR of NJ 592, at the B&O Railroad Museum in July, 1983. Simpson worked closely with R.B. White in developing the *Blue Comet* concept.
Photo by Catherine Simpson.

COVER CAPTIONS

FRONT: The *Blue Comet* leaving Jersey City, NJ, passing the Communipaw station. Photo by George E. Votava.

INSIDE FRONT: Map of the *Trail of the Blue Comet,* from a CNJ publicity brochure. North Jersey Coast Model RR Club collection. Official press release announcing inauguration of *Blue Comet* service. Howard E. Simpson collection.

REAR: Panels from a CNJ *Blue Comet* publicity brochure, highlighting the train's unique features. North Jersey Coast Model RR Club collection.

ABOVE: AUTHORS AND FRIENDS: Three generations of *Blue Comet* enthusiasm. (Left to right) Tom Gallo, Howard E. Simpson, E. Lewis Pardee, and Joel Rosenbaum. Collection of E. Lewis Pardee.

The Blue Comet

New
Jersey Central

A specially designed ladies' room in each coach—

Cheery Observation Car

Silvery-blue movable wicker chairs—broad vision windows—blue carpet of meteor design—observation platform and chairs. Roller bearings on every car.

All these features at the Standard coach fare

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DeLuxe Smoking Car—blue leather seats —ash holders—

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A blue-uniformed train porter in attendance—

Individual Seat De Luxe Coaches

All-over blue carpet of unique design—triple-cushioned individual seats, of Persian blue and golden brown mohair—seats assigned with ticket purchase.

Seats reserved in advance

Food: really delicious at prices really modest.

Distinctive Dining Car

Characteristic in appointment—blue tint napery, blue china, table lamps and window oval of astral design. But, most important, a skilled chef to please your appetite with savory dishes.

The Seashore's finest train